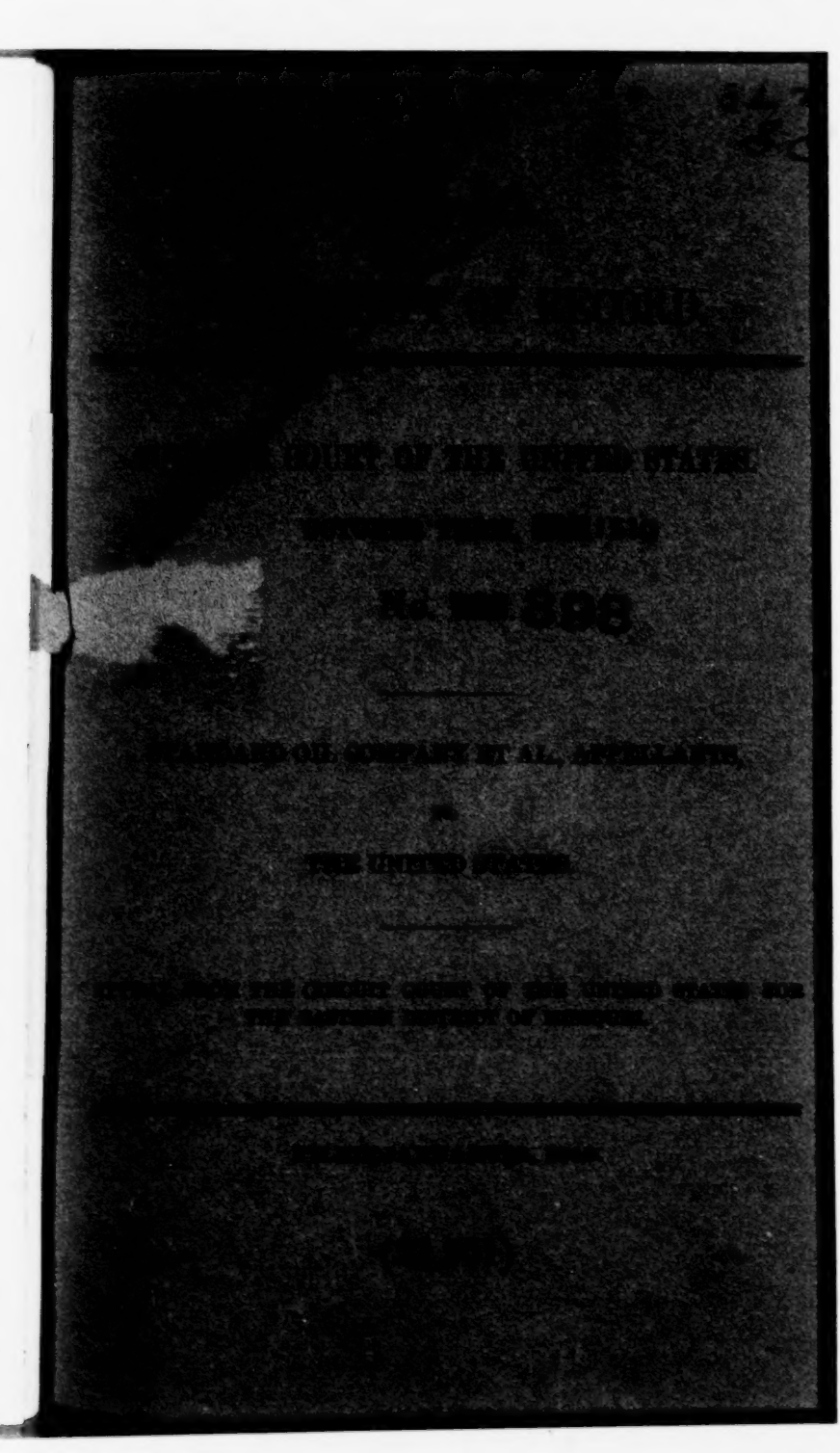


IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DIVISION OF THE EASTERN JUDICIAL DISTRICT OF MISSOURI

UNITED STATES OF AMERICA, PETITIONER,

v.

STANDARD OIL COMPANY OF NEW JERSEY ET AL., DEFENDANTS

PETITIONER'S EXHIBITS

On behalf of the petitioner:

Mr. FRANK B. KELLOGG, Mr. C. B. MORRISON
Mr. J. HARWOOD GRAVES

On behalf of the defendants:

Mr. JOHN G. MILBURN, Mr. MORITZ ROSENTHAL
Mr. JOHN S. MILLER, Mr. M. F. ELLIOTT, Mr. MARTIN CAREY, Mr. F. L. CRAWFORD, Mr. DOUGLAS CAMPBELL

VOLUME 10

WASHINGTON
GOVERNMENT PRINTING OFFICE
1908

PETITIONER'S EXHIBIT 568.

STANDARD OIL CO.
 # 5 Wabash Ave., City.

To THE CHICAGO & ALTON RAILWAY COMPANY, Dr.

9/12, 1904	For shipments of oil for first half of Sept., as per attached statement of billing..	$2,044.81
	Correct: J. H. HOWARD.	

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From ---------- to ----------

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Arti-cles.	Weight.	Rate.	Freight.	Adv. chgs.
Standard Oil Company, for first half of September, recapitulation.									
			St. Louis S. Co.....	St. Louis.....	Oil....	39,059	7.5	29.29	
			Republic Oil Co.....	St. Louis.....	Oil....	22,931	{6 / 4.50}	18.26	
				"	"	249,229	7.5	186.92	
						272,160		205.18	
			La Clede Gas Co.....	St. Louis.....	Oil....	1,264,094			
				"	"	292,365			
						1,556,459	7.5	1,167.34	
			W. P. Oil Co.....	St. Louis.....	Oil....	558,708			
					"	474,209			
						1,032,917	6	619.74	
			G. T. A. Co.....	Forsyth, J. C. Mo.	Oil....	38,746	6	23.25	
								2,044.81	

Correct: J. H. HOWARD.

Stamped:

Standard Oil Co.
Paid Sept. 27, '04
Chicago

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From: Chappell, Ill. To: East St. Louis.

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Arti-cles.	Weight.	Rate.	Freight.	Adv. chgs.
9/8	61	1747	St. Louis Sanitary Co..	St. Louis.....	Oil....	39,059			

PETITIONER'S EXHIBIT 568—Continued.

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From: Chappell, Ill. To: East St. Louis.

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Arti-cles.	Weight.	Rate.	Freight.	Adv. chgs.
9/ 1	4	100	Rep. Oil Co.....	St. Louis.....	Oil.....	41,869			
"/ 3	36	956	.....	.....	.....	42,298			
"/ 5	42	1634	.....	.....	.....	45,421			
"/ 9	72	80	.....	.....	.....	41,862			
"/12	83	1484	.....	.....	.....	38,797			
"/"	85	1929	.....	.....	.....	22,931			
"/15	120	1262	.....	.....	.....	38,982			
						272,160			

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From: Chappell. To: East St. Louis.

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Arti-cles.	Weight.	Rate.	Freight.	Adv. chgs.
9/1	1	3420	La Clede G. L. Co....	St. Louis.....	Oil.....	38,611			
"	2	4366	.....	.....	.....	39,034			
"	3	3319	.....	.....	.....	38,631			
2	8	7162	.....	.....	.....	45,984			
"	9	6502	.....	.....	.....	38,656			
"	10	4509	.....	.....	.....	38,880			
"	11	6875	.....	.....	.....	5,246			
3	18	7199	.....	.....	.....	40,314			
"	20	2216	.....	.....	.....	49,792			
"	21	2103	.....	.....	.....	50,048			
"	22	6886	.....	.....	.....	50,170			
"	23	2173	.....	.....	.....	50,061			
"	27	8058	.....	.....	.....	40,768			
"	28	2421	.....	.....	.....	38,733			
"	29	2032	.....	.....	.....	50,208			
"	30	4164	.....	.....	.....	38,618			
"	31	3700	.....	.....	.....	38,547			
"	32	2885	.....	.....	.....	38,662			
"	33	1321	.....	.....	.....	49,850			
5	41	1223	.....	.....	.....	50,470			

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From: Chappell. To: East St. Louis.

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Arti-cles.	Weight.	Rate.	Freight.	Adv. chgs.
9/12	84	4428	La Clede G. L. Co....	St. Louis.....	Oil.....	38,835			
9/13	104	5645	.....	.....	.....	41,754			
"/"	105	6779	.....	.....	.....	50,099			
"/14	111	4309	.....	.....	.....	38,618			
"/"	112	5759	.....	.....	.....	45,894			
"/15	118	2444	.....	.....	.....	38,803			
"/"	119	3992	.....	.....	.....	38,262			
						292,365			

PETITIONER'S EXHIBIT 568—Continued.

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From: Chappell. To: East St. Louis.

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Articles.	Weight.	Rate.	Freight.	Adv. chgs.
9/ 8	62	5650	W. P. Oil Co.	E. St. Louis.	Oil.	28,608			
"/12	86	4224	"	"	"	38,970			
"/"	87	9121	"	"	"	77,760			
"/"	88	9440	"	"	"	77,946			
"/"	89	4707	"	"	"	35,625			
"/"	90	7947	"	"	"	51,053			
"/"	91	7940	"	"	"	51,366			
"/"	92	8009	"	"	"	41,939			
"/"	93	3352	"	"	"	39,034			
"/"	94	3886	"	"	"	38,682			
"/13	106	9232	"	"	"	77,715			
						558,708			

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From: Chappell. To: East St. Louis.

Date.	Way-bill No.	Car. No.	Consignee.	Destination.	Articles.	Weight.	Rate.	Freight.	Adv. chgs.
9/ 1	6	5361	W. P. O. Co.	St. Louis.	Oil.	39,014			
"/ 2	12	6746	"	"	"	51,597			
"/ "	13	4354	"	"	"	39,008			
"/ "	15	5647	"	"	"	41,818			
"/ "	16	2499	"	"	"	38,720			
"/ 3	25	3267	"	"	"	38,861			
"/ "	26	1512	"	"	"	38,483			
"/ "	38	1526	"	"	"	39,373			
"/ 7	53	3220	"	"	"	38,880			
"/ "	54	6010	"	"	"	40,045			
"/ "	55	2803	"	"	"	39,213			
"/10	79	(?)	"	"	"	27,197			
						474,299			

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From Chi. to .....

Date.	Way-bill No.	Car No.	Consignee.	Destination.	Articles.	Weight.	Rate.	Freight.	Adv. chgs.

Republic Iron & Steel Co., Springfield, Ill., to E. Chi. & E. St. L. for Sept. '04, $546.06.
2,039,340 50¢ $455.21

Coal from Auburn to McNabb, via Austin, for Sept., '04,
965,000 2172.60.

Form 208A. 25M. 10-04.

THE CHICAGO & ALTON RAILWAY COMPANY.

Statement of billing.

From ..... to .....

Date.	Way-bill.	Car.	Consignee.	Destination.	Articles.	Weight.	Rate.	Freight.	Adv. chgs.

Springfield to E. S. L.

PETITIONER'S EXHIBIT 569.

C. B. & Q. I. C. C. No. 2965.

C. B. & Q. G. F. O. No. 4437.
H. & St. J. G. F. O. No. 3221.

BURLINGTON ROUTE.

B. & M. R. G. F. O. No. 2185.
K. & W. G. F. O. No. 2022.

CHICAGO, BURLINGTON & QUINCY R. R.

ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD.
CHICAGO, BURLINGTON & KANSAS CITY RAILROAD.
HANNIBAL & ST. JOSEPH RAILROAD.
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD.
(Chicago, Burlington & Quincy Railroad Co. Owner).
BURLINGTON & MISSOURI RIVER RAILROAD IN NEBR.
(Chicago, Burlington & Quincy Railroad Co. Owner).
KEOKUK & WESTERN RAILROAD.
(Chicago, Burlington & Quincy Railroad Co. Owner).

JOINT FREIGHT TARIFF.

Except coal, coke, salt, grain, grain products, live stock, hay, ice, lime, cement, plaster, stucco, stone, lumber, and articles taking same rates or arbitraries higher.

In connection with

CHICAGO & EASTERN ILLINOIS R. R.	(*Ind.*)
CHICAGO TERMINAL TRANSFER R. R.	(*Ind.*)
CHICAGO, ROCK ISLAND & PACIFIC R'Y.	(*Indexed.*)
ILLINOIS CENTRAL R. R.	(*Indexed.*)
MICHIGAN CENTRAL R. R.	

TAKING EFFECT MAY 24, 1901.

Between—	And—	Rates.
Auburn Park... Ill. Blue Island.... " Burr Oak..... " Chicago Heights " East Chicago... Ind. Englewood..... Ill. Frankfort..... " Grand Crossing " Hammond..... Ind. Harvey..... Ill. Hegewisch..... " Kensington..... " Matteson..... " Riverdale..... " South Chicago.. " Spencer..... " Steger..... " Steele..... " Washington Heights " West Harvey... " West Pullman.. " Whiting..... Ind.	All stations on C., B. & Q. R. R. northwest and south of Aurora (including Aurora). All stations on: B. & W. and B. & N. W. R'ys. St. L., K. & N. W. R. R. C., B. & K. C. R. R. H. & St. J. R. R. K. C., St. J. & C. B. R. R. K. & W. R. R. Tabor & Northern R'y. All stations in Missouri, Kansas Indian Territory, and Texas on or reached via M. K. & T. R'y. (*Ind*). Kansas City, St. Joseph, Atchison, Leavenworth, Pacific Junction, Council Bluffs, Omaha, South Omaha, Nebraska City. All stations on the B. & M. R. R. R. All points in Kansas, Nebraska, Indian Territory, Oklahoma Territory, Colorado, Utah, Wyoming, Montana, and Idaho (to which the C., B. & Q. R. R. have published tariff rates from or to Chicago via Missouri River Crossings) Duluth, Superior, and West Superior. All points on the Great Northern E. R'y of Minn. and the Northern Pacific north and west of St. Paul, to which the C., B. & Q have published tariff rates.	Current tariff rates in effect from and to CHICAGO, subject to following rates as minima, viz: CLASSES. 1 2 3 4 5 35 25 18 14 13 6th or A 7th or B 8th or C 9th or D 10th or E 12 10 8.65 6.91 6.22 Commodities taking less than class rates, 6 cents on C. L. and 12½ cents L. C. L.

See instructions on back.

THOS. MILLER,
General Freight Agent, C., B. & Q. R. R., Chicago, Ill.

GEO. H. CROSBY,
General Freight Agent, B. & M. R. R. R., in Neb., Omaha, Neb.

D. O. IVES,
General Freight Agent, St. L., K. & N. W., H. & St. J., K. C., St. J. & C. B. and C. B. & K. C. R. R's, St. Louis, Mo.

A. MCCRAE,
General Freight Agent, K. & W. R. R., Keokuk, Iowa.

(T. D. No. 90.)

PETITIONER'S EXHIBIT 569—Continued.

Stamped across face of preceding page:

Cancelled by I. C. C. No. 4721.
Effective Dec. 28, 1904.

Auditor's Office.
May 20, 1901.
20758
Interstate Commerce Commission.

Indexed.
6-4-1901
S. D. S.

Page 2.

STATIONS.		Located on roads numbered, see below.	STATIONS.		Located on roads numbered, see below.
Auburn Park	Ill.	2	Kensington	Ill.	1, 4
Blue Island	"	2, 3, 4	Matteson	"	5
Burr Oak	"	2	Riverdale	"	3, 4
Chicago Heights	"	1, 3, 5	South Chicago	"	2, 3, 4
East Chicago	Ind.	3	Spencer	"	5
Englewood	Ill.	1, 2	Steger	"	1
Frankfort	"	5	Steele	"	5
Grand Crossing	"	4	Washington Heights	"	2
Hammond	Ind.	3	West Harvey	"	3
Harvey	Ill.	3, 4	West Pullman	"	2, 3, 4
Hegewisch	"	3	Whiting	Ind.	3

1 C. & E. I. R. R. 2. C., R. I. & P. R'y. 3. C. T. T. R. R. 4. Ill. Cent. R. R. 5. M. C. R. R.

BILLING INSTRUCTIONS.

Freight will be billed through via Chicago, except freight from and to Chicago Heights via M. C. R. R. will be billed through via Chicago or Aurora Transfer, and freight to or from Frankfort, Matteson, or Spencer via Aurora Transfer.

EXCEPTIONS.

Chicago Terminal Transfer Railroad: Rates to and from following stations on C. T. T. R. R., viz: *Blue Island, East Chicago, Hammond, Hegewisch, Riverdale, and South Chicago, will only apply on carload shipments.

*Will also apply west-bound on L. C. L. shipments.

MINIMUM CHARGE.

Small shipments, consisting of one or more packages of the same or different classes, will be charged for at actual weight at the rate for the class to which the freight belongs, subject to a minimum charge of 25 cents for the entire consignment, unless a higher minimum charge is provided for in regular tariff, in which case the letter will govern.

PETITIONER'S EXHIBIT 570.

C., B. & Q. I. C. C. No. 4721.
Cancels I. C. C. No. 2955.

C., B. & Q. G. F. O. No. 14726.
Cancels G. F. O. Nos. 4457, H. & St. J. G. F. O. No. 3221, B. & M. R. G. F. O. No. 2185 of 1901.

Mis. Book, Page 21.

BURLINGTON
ROUTE.

CHICAGO, BURLINGTON & QUINCY RAILROAD,
ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD,
HANNIBAL & ST. JOSEPH RAILROAD,
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD,
CHICAGO, BURLINGTON & KANSAS CITY RAILROAD,
BURLINGTON & MISSOURI RIVER RAILROAD IN NEBRASKA,
KEOKUK & WESTERN RAILROAD,
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY, LESSEE,
IOWA & ST. LOUIS RAILWAY,
C., B. & Q. R. R. CO., LESSEE,
QUINCY, OMAHA & KANSAS CITY RAILROAD,
AND CONNECTIONS.

JOINT FREIGHT TARIFF

between

SUBURBAN STATIONS SOUTH OF CHICAGO, ILL., ETC.,

and

POINTS ON C., B. & Q. R. R.,

and Connections West, North, and South of and Including Aurora, Ill.

Effective December 28, 1903.

GEO. H. CROSBY, *Assistant Freight Traffic Manager, C., B. & Q. Ry. Co., Chicago, Ill.*

W. GRAY, *General Freight Agent, St. L., K. & N. W., C., B. & K. C., H. & St. J., K. & W., and K. C., St. J. & C. B. R. Rs., St. Louis, Mo.*

W. B. HAMBLIN, *Assistant General Freight Agent, C., B. & Q. R. R., Chicago, Ill.*

THOS. MILLER, *Freight Traffic Manager, C., B. & Q. Ry. Co., Chicago, Ill.*

D. O. IVES, *General Freight Agent, B. & M. R. R. R. in Neb., Omaha, Neb.*

L. F. MOORE, *General Freight Agent, Q., O. & K. C. R. R., and I. & St. L. Ry., Kansas City, Mo.*

The Henry O. Shepard Co., Printers, Chicago. (4432-3500)

PETITIONER'S EXHIBIT 570—Continued.

Between—	And—	Rates.
Suburban points as named below via lines indicated. Except on Carloads of Coal, Coke, Salt, Grain, Grain Products, Live Stock, Hay, Ice, †Cement, Lime, Plaster, Stucco, Stone, Lumber, and articles taking Lumber rates or arbitraries higher.	All stations on C., B. & Q. R. R., Aurora, Ill., and north, west, and south thereof. All stations on: F. C. N. G. Ry. St. L., K. & N. W. R. R C., B. & K. C. R. R H. & St. J. R. R. K. C., St. J. & C. B. R. R. K. & W. R. R. Q., O. & K. C. R. R., I. & St. L. Ry. T. & N. Ry., and R. L. & N. Ry. All stations in Missouri, Kansas, Indian Territory, Oklahoma, Arkansas, or Louisiana (except points on the Mississippi River) and Texas, when via Hannibal, Mo., or East St. Louis, Ill. Kansas City, St. Joseph, Atchison, Leavenworth, Pacific Junction, Council Bluffs, Omaha, South Omaha, Nebraska City. All points in Kansas, Nebraska, Indian Territory, Oklahoma, Colorado, Utah, South Dakota, Wyoming, Montana, and Idaho, to or from which the C., B. & Q. R. R. have published tariff rates from or to Chicago, via Missouri River crossings, except Pacific coast traffic. Duluth, Superior, and other points on or reached via the Great Northern, Northern Pacific, M. & St. L. R. R., or M., St. P. & S. Ste. M. Ry., north and west of St. Paul, for which the C., B. & Q. have published tariff rates from or to Chicago, except Pacific coast traffic.	Current tariff rates in effect from and to CHICAGO via C. B. & Q. R. R. and connections, subject to following rates as minima, viz: CLASSES. 1 / 2 / 3 / 4 / 5 35 / 25 / 18 / 14 / 13 6th or A / 7th or B / 8th or C / 9th or D / 10th or E 12 / 10 / 8.65 / 6.91 / 6.22 Commodities taking less than class rates, 6 cents on C. L. and 12½ cents L. C. L.
Also on ALL carload traffic	On business as provided for in Note 1, page 4. [p. 1525.]	See Note 1, page 4, for rates.

†Will apply on cement, C. L., from South Chicago, Ill., via C., L. S. & E. Ry.

Stations.	Located on—	Exceptions.	Billing instructions. Bill through via Chicago except as otherwise provided.
Auburn Park.....Ill.	C. & E. I. R. R.	See also Note 1.	
	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
	Erie R. R	Carloads only, per Note 1	
Bernice..... "	Penna. Co	Carloads only, per Note 1	To Chicago, per division sheet.
	P., C., C. & St. L.		
	C. Jct. Ry. (See Note 2)		See Note 2.
Blue Island ..... "	C. T. T. R. R.	Carloads only, per Note 1	To Chicago, per division sheet.
	Gd. Tk. Ry.		
	I. C. R. R.		
Brainerd..... "	B. & O. R. R.	Carloads only, per Note 1	To Chicago, per division sheet.
Brighton Park .. "	C. T. T. R. R.	Carloads only	

	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
Burnside..... "	I. C. R. R		
Cheltenham..... "	I. C. R. R		
	C. & E. I. R. R		See Note 2.
Chicago Heights.. "	C. T. T. R. R		To Chicago or Aurora, per division sheet.
	E. J. & E. Ry. (see Note 2)		To Chicago, per division sheet.
	M. C. R. R	Carloads only, per Note 1	To Chicago, per division sheet.
Chicago Lawn.... "	Gd. Tk. Ry	Carloads only, per Note 1	
Colebour..... "	L. S. & M. S. Ry	See also Note 1	To Chicago, per division sheet.
	Penna. Co	Carloads only	See Note 2.
	C. & E. I. R. R	See also Note 1	To Chicago, per division sheet.
Dolton..... "	C. & W. I. (Belt Ry.)		
	C. Jct. Ry. (see Note 2)		
Dolton Jct..... "	C. & E. I. R. R		
	B. & O. R. R		To Chicago, per division sheet.
	C. T. T. R. R		
East Chicago .....Ind	M. C. R. R		
	Penna. Co		
	Wab. R. R	See also Note 1	
	C. & E. I. R. R	Carloads only	To Chicago, per division sheet.
	C. & W. I. (Belt Ry.)		
	C. I. & L. Ry	Carloads only, per Note 1	
Englewood .....Ill.	Erie R. R		
	L. C. & M. S. Ry		
	N. Y. C. & St. L. Ry		
	Penna. Co		
	Wabash	See Note 1	To Chicago, per division sheet.
	C. & E. I. R. R	Carloads only	To Aurora, per division sheet.
Fernwood .....Ill.	C. & W. I. (Belt Ry.)		
Frankfort..... "	M. C. R. R		
Glenwood..... "	C. & E. R. R		
	I. C. R. R		To Chicago, per division sheet.
	L. S. & M. S. Ry	Carloads only, per Note 1	
Grand Crossing.... "	N. Y. C. & St. L. Ry		To Chicago, per division sheet.
	Penna. Co	Carloads only, per Note 1	See Note 2.
	C. I. & L. Ry		
	C. Jct. Ry. (see Note 2)	Carloads only	See Note 2.
	C. T. T. R. R		
	E. J. & E. Ry. (see Note 2)	Carloads only, per Note 1	
	Erie R. R	See also Note 1	To Chicago, per division sheet.
Hammond.....Ind.	M. C. R. R		
	N. Y. C. & St. L. Ry	Carloads only, per Note 1	
	Penna. Co		
	Wabash		To Chicago, per division sheet.
	C. T. T. R. R	Carloads only, per Note 1	
Harvey .....Ill.	Gd. Tk. Ry		
	I. C. R. R	Carloads only	To Chicago, per division sheet.
	C. & W. I. (Belt Ry.)	Carloads only, per Note 1	
Hayford..... "	Gd. Tk. Ry		

PETITIONER'S EXHIBIT 570—Continued.

Stations.	Located on—	Exceptions.	Billing instructions. Bill through via Chicago except as otherwise provided.
	C. Jct. Ry. (see Note 2)		See Note 2.
	C. T. T. R. R.	Carloads only	
	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
Hegewisch "	Erie R. R.		
	N. Y. C. & St. L. Ry	Carloads only, per Note 1	To Chicago, per division sheet.
	Penna. Co		
	Wabash		
	B. & O. R. R.		
	L. S. & M. S. Ry		To Chicago, per division sheet.
Indiana Harbor..Ind.	M. C. R. R. and Ind. Harb. R. R		
	Penna. Co		
	E. J. & E. Ry. (see Note 2)		See Note 2.
	C. & E. I. R. R	See also Note 1	
Kensington.....Ill.	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
	I. C. R. R.		
McCaffrey..... "	Gd. Tk. Ry	Carloads only, per Note 1	To Chicago, per division sheet.
Matteson..... "	I. C. R. R	See separate issue of I. C. R. R	
	M. C. R. R.		To Aurora, per division sheet.
Morgan Park..... "	C. T. T. R. R	Carloads only	
New Chicago..... "	I. C. R. R		
	C. & E. I. R. R	See also Note 1	
Oakdale..... "	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
Park Manor..... "	Penna. Co	Carloads only, per Note 1	To Chicago, per division sheet.
	C. T. T. R. R	Carloads only	
Riverdale..... "	I. C. R. R.		
	P. C. C. & St. L. Ry	Carloads only, per Note 1	To Chicago, per division sheet.
	C. & E. I. R. R		
Roseland..... "	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
	B. & O. R. R	Carloads only, per Note 1	To Chicago, per division sheet.
	C. Jct. Ry. (see Note 2)		See Note 2.
	C. L. S. & E. Ry		
	C. T. T. R. R	Carloads only	
South Chicago..... "	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
	E. J. & E. Ry. (see Note 2)		See Note 2.
	I. C. R. R.		
	L. S. & M. S. Ry	Carloads only, per Note 1	To Chicago, per division sheet.
	Penna. Co		
South Holland .... "	C. & E. I. R. R	See also Note 1	
South Shore..... "	I. C. R. R.		
Spencer..... "	M. C. R. R.		To Aurora, per division sheet.
Steele..... "	M. C. R. R.		To Aurora, per division sheet.
Steger.....Ill.	C. & E. I. R. R		
	C. & W. I. (Belt Ry.)	Carloads only	To Chicago, per division sheet.
Stony Island..... "	N. Y. C. & St. L. Ry	Carloads only, per Note 1	

Thornton..... "	C. & E. I. R. R.		
Thornton Jct..... "	C. & E. I. R. R.	Carloads only	To Chicago, per division sheet.
	C. T. T. R. R.	Carloads only, per Note 1	
Washington Heights Ill.	P. C. C. & St. L. Ry.	Carloads only	To Chicago, per division sheet.
West Harvey..... "	C. T. T. R. R.	Carloads only, per Note 1	
	Gd. Tk. Ry.	No eastbound L. C. L.	
West Pullman .... "	C. W. P. & S. Ry.		To Chicago, per division sheet.
	I. C. R. R.	Carloads only, per Note 1	To Chicago, per division sheet.
	P. C. C. & St. L. Ry.	See also Note 1	See Note 2.
	B. & O. R. R.		
	C. Jct. Ry. (see Note 2)		See Note 2.
Whiting.....Ind.	C. T. T. R. R.		
	E. J. & E. Ry. (see Note 2)	See also Note 1	To Chicago, per division sheet.
	L. S. & M. S. Ry.		
	Penna. Co.		
Windsor Park .....Ill.	I. C. R. R.		

NOTE 1.—Under Reciprocal Switching Arrangement, Chicago rates as published by C. B. & Q. R. R. will apply on all carload traffic (except on grain to or from I. C. R. R., C. & E. I. R. R., C. I. & L. Ry. and Wab. R. R.), between points on or reached by C. B. & Q. R. R. west of Eola, Ill., and all points, including industries, but excepting team tracks, situated on the following named lines within the city limits of Chicago (this includes South Chicago, Englewood, West Pullman, Hegewisch, etc.); also at Hammond and Whiting, Ind., Dolton, Riverdale, Harvey or West Harvey, Ill., Blue Island, Ill., and intermediate points.

On other carload business to or from these points and on all L. C. L. business (where not specifically excepted above), the restricted basis named on page 2 will govern.

B. & O. R. R.
C. C. C. & St. L. Ry.
C. & E. I. R. R.
C. I. & L. Ry.
Erie R. R.
Grand Trunk Ry.
L. S. & M. S. Ry.
M. C. R. R.
N. Y. C. & St. L. Ry.
P. C. C. & St. L. Ry.
P. Ft. W. & C. Ry. (Pa. Co.)
Wab. R. R.

NOTE 2.—For business via E. J. & E. Ry. or C. J. Ry. to or from these points; also other stations in this district on C. J. and E. J. & E. Rys., see joint tariffs with these lines via Aurora and West Grossdale, Ill., respectively.

MINIMUM CHARGE.

Small shipments, consisting of one or more packages of the same or different classes, will be charged for at actual weight at the rate for the class to which the freight belongs, subject to a minimum charge of 25 cents for the entire consignment, unless a higher minimum charge is provided for in the Chicago tariff governing on the traffic, in which case the latter will apply.

SPECIAL NOTICE.

It should be understood that rates named apply only to or from locations (at points above mentioned) which are reached by the lines named herein. On shipments requiring switching or other extra service by lines not named above, the charges for such extra service will be added to rates herein provided. (This applies in all cases, but particular attention is called to business to or from Union Stock Yards, Ill., Pullman, Ill., or industries at Hammond, Ind., not reached by lines named, on which switching charges of the terminal lines will be added.)

PETITIONER'S EXHIBIT 571.

C., B. & Q. G. F. O. No. 8295.

Amend't 3½ to
C., B. & Q. I. C. C. 4721.

BURLINGTON ROUTE.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

BURLINGTON & MISSOURI RIVER RAILROAD IN NEBRASKA, HANNIBAL & ST. JOSEPH RAILROAD; ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD; KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD; CHICAGO, BURLINGTON & KANSAS CITY RAILROAD; KEOKUK & WESTERN RAILROAD;

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY, LESSEE,

Amendment 3½ to C. B. & Q. G. F. O. 14726 of 1903.

Joint Tariff to and from

CHICAGO SUBURBAN STATIONS

Taking effect May 1, 1904.

Rates authorized in tariff hereby amended will apply in connection with following-numbered tariffs or subsequent issues. I. C. C. numbers.

C., B. & Q.:
2418
2700
2709
2809
2817
2853
2865
2935
2965
3023
3171
3215
3294
3527
3545
3737
3765
3806
3815
3872
3874
3875
3880
3887
3925
4039
4041
4100
4225
4234
4253
4289
4366
4376
4390
4441
4514
4725
4871
5008
5068
5125
5134
5300

B. & M. R.:
729
1257
1477
1838

B.&M.R.—Contd.
1871
1900

M. K. & T.:
A-1328
A-1410
A-1492
A-1535
A-1576

Mo. Pac.:
2542
3162
3530
3711
4448
4902
4993
5323
5336
5648
5649
6332

"Santa Fe":
1305
1459
2624

So. Pac.:
22

W. G. N.:
1406
1505
1506
1533
1957

W. T. L.:
137
145
147
148
179
181
199
224
314
319
326
352
355
372

W. T. L.—Contd.
385
394
399
401
402
405
422
428
431
444
455
465
468
473
474

H. & St. J.:
2768

Santa Fe Cent.:
11

T. & P.:
1031

"Soo" Line:
895

S. W. F. B.:
210
260
292
304
314
318
320
324
330
331
334
336
337
339
342
343
346

T. C. F. B.:
194
318
375
376

C. & St. L. T. A.:
3

"Quincy" Rte.:
B-59
B-62
B-103
B-106

M. V. F. A.:
B-53
B-59
B-60

C. & O. R. Con.:
100
105

Ia. Cent.:
992
1066
1324
1389
1411
1467
1498
2550

M. & St. L.:
A-1251

St. J. & G. I.:
A-142

O. S. L.:
919

U. P.:
1583
1136
1137
1431
1589
1242

R. G. W.:
345
410

D. & R. G.:
766
219
364
394
617
521

T. M. F B.:
119
123
127
147

Q. & C.:
1578

K. C. So.:
1200
1310
1378
1363
1498

Nor. Pac.:
A-1527
A-1470
2026
A-1992
A-1867
A-1635
A-1352
A-2136

Grt. Nor.:
A-1350
A-933
A-1058
(Cor.)
A-1252
A-1020
A-1174
A-1194
A-1159
A-170
A-1060
A-784
A-1232
A-677

St. L. & S. F.:
2470
2447
2955
3187
3678

Ark. Frt. Com.:
24
18
28
27

I. & O. C. Com.:
13
18

Texark. Frt. Com.:
1

GEO. H. CROSBY, *A. F. T. M.*

W. B. HAMBLIN, *A. G. F. A.*

PETITIONER'S EXHIBIT 572.

C., B. & Q. G. F. O. No. 33.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

BURLINGTON ROUTE

CHICAGO, *Jan. 3, 1900.*

The following Billing Rates, taking effect: Jan. 1, 1900---------- will expire: Dec. 31, 1900---------- unless earlier withdrawn.

From—	To—	To whom given.	Kind of freight.	Rate.
Chicago ..	E. St. Louis.	All	Oil, coal or carbon, benzine, benzole, crude, petroleum, lubricating, naphtha and gasoline. C. L.	60c. 100 lbs.

THOS. MILLER,
General Freight Agent.

PETITIONER'S EXHIBIT 573.

Form 903 F-9-05 25M.

C., B. & Q. G. F. O. No. 1059.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

BURLINGTON ROUTE

SPECIAL TARIFF.

The following [Billing Rates] [a] taking effect: Jan. 1, 1904..... will expire with: Notice..... unless earlier withdrawn.

From—	To—	To whom given.	Kind of freight.	Rate in cents per 100 lbs. except as noted.
Chicago...	E. St. Louis.	All.....	Oil, coal or carbon, benzine, benzole, crude petroleum, lubricating, naphtha and gasoline, carloads.	6

GEO. H. CROSBY,
Freight Traffic Manager, Chicago, Ill.
C. E. SPENS,
General Freight Agent,
Lines West of the Missouri River, Omaha, Neb.
W. GRAY,
General Freight Agent,
Missouri District, St. Louis, Mo.
Issued by W. B. HAMBLIN,
General Freight Agent,
Illinois and Iowa Districts, Chicago, Ill.

[a] Struck through in original.

PETITIONER'S EXHIBIT 574.

Form 921 F-1-04 50M

C., B. & Q. G. F. O. No. 3102.—Cancels C., B. & Q. G. F. O. No. 1059 of 1904.

BURLINGTON ROUTE

CHICAGO, BURLINGTON & QUINCY RAILROAD.

BURLINGTON & MISSOURI RIVER RAILROAD IN NEBRASKA;
HANNIBAL & ST. JOSEPH RAILROAD;
ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD;
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD;
CHICAGO, BURLINGTON & KANSAS CITY RAILROAD;
KEOKUK & WESTERN RAILROAD;
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY, LESSEE.

TARIFF ON
OIL, COAL OR CARBON, BENZINE, BENZOLE AND CRUDE PETROLEUM, LUBRICATING, NAPHTHA AND GASOLINE, CARLOADS,
Taking effect Jan. 1st, 1905.

From—	To—	Per 100 lbs.
Chicago, Ill	E. St. Louis, Ill	6 cents.

W. GRAY,
G. F. A., H. & St. J., K. C., St. J. & C. B., C. B. & K. C., K. & W. and St. L., K. & N. W. R. R's.

D. O. IVES,
G. F. A., B. & M. R. R. R. in Neb.

W. B. HAMBLIN,
A. G. F. A., C., B. & Q. R. R.

GEO. H. CROSBY,
A. F. T. M., C., B. & Q. Ry. Co.

THOS. MILLER,
F. T. M., C., B. & Q. Ry. Co.

BURLINGTON ROUTE.

Route.				
Via junction	With	Via junction	With
Via junction	*Gales & B* Ry.	Via junction	
	With ..... Ry.		With

Weigh this car at *M?*

Marked capaci

Stop this car at

W. P. W. F.

For .....

* When a through rate is used and the shipment is to be re-waybil

Consignor, connecting line reference, original car and waybill number, and point of shipme

C. T. R. R., Chgo. S. O. Co.

O 2064

K. E. S.

The following is printed upon the back of petitioner's Exhi

Agents at junction stations receiving this waybill from

1	2	3
Stamp of junction forwarding agt.	Stamp of junction forwarding agt.	

PETITIONER'S EXHIBIT 575.

[Matter inclosed in brackets stricken through in original.]

[F-8-05. 250 M. Form 30.]

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPA

LINES EAST OF THE MISSOURI RIVER.

FROM *Chgo.* TO *E. St. Louis, Ill.* DATE, *Nov. 19 4* CAR INT. *U. T. L.* CA

....Ry. Via junction ..... With .... Ry.

....Ry. Via junction ..... With .... Ry.

Gross, tare, and net w
to be entered in this
weighed.

y of car..... lbs.

.....

Repo
Nov. 2

d en route, the subdivisions must be shown in the rate column in road or

	Marks, consignee and destination.	No. of pkgs.	Articles and
	Waters Pierce Oil Co.,		P. L. Oil
	Austin St. Switch, St. Louis, Mo.		O. R., S. I
	[Eads Bdge.] Mo. Pac.		

it 575:

onnecting line must stamp in the spaces below, in consecutive order, the

4

Date .....

Train No. ...

Time .....

amp of junction forwarding agt.

Stamp of junction forwarding agt.

To be filled in by firs
the

PETITIONER'S EXHIBIT 575.

[Matter inclosed in brackets stricken through in original.]

[F-8-05. 250 M. Form 30.]

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY. } EAST

LINES EAST OF THE MISSOURI RIVER.

FROM *Chgo.* TO *E. St. Louis, Ill.* DATE, *Nov. 19 4* CAR INT. *U. T. L.* CAR NO. *5037.*

WAYBILL.

Series.....

No. 01639

[illegible] Ry. Via junction ..... With ..... Ry.

[illegible] Ry. Via junction ..... With ..... Ry.

[illegible]pacity of car..... lbs.

Gross, tare, and net weight of carload freight to be entered in this space, where the car is weighed.

Reported Nov. 23, 1904.

TONS.

Gross..... Freight .....

Transfer notations should be made on back of this waybill, as provided in G. A. O. circular No. 57, of April 1, 1904.

Belt.

[illegible]billed en route, the subdivisions must be shown in the rate column in road order, noting opposite each proportion the initial of the road to which it accrues.

[illegible]ment.	Marks, consignee and destination.	No. of pkgs.	Articles and classification. Conditions (O. R., C. R., Rel., Gtd., Etc.).	Weight.	Rate and authority.*	Freight.	Advances.	Prepaid.
	Waters Pierce Oil Co.,		P. L. Oil					
	Austin St. Switch, St. Louis, Mo.		O. R., S. L. C.	38,432	6	23.06	.....	23.06
	[Eads Bdge.] Mo. Pac.							

[illegible]hibit 575:

[illegible]m connecting line must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the waybill is received.

[illegible]3	4	Date	Date	Agent at	
		Train No.	Train No.	Destination will herein	stamp the date
		Time	Time	C., B. & Q. Ry. Co. Nov. 28, 1904. E. St. Louis, Ill.	
Stamp of junction forwarding agt.	Stamp of junction forwarding agt.	To be filled in by first conductor taking the car.	To be filled in by conductor leaving at destination.	received.	

PETITIONER'S EXHIBIT 576.

A 6.

Post for public inspection.

CHICAGO & EASTERN ILLINOIS R. R.

Freight department

Authy. T–5085.

In connection with

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

G. F. D. No. 7441.

Oil, carloads

Minimum weight 40,000 lbs.

from

Dolton, Ill.

To

East St. Louis, Ill.

6½ cents per 100 lbs.

Issued October 24th, 1894. Effective October 29th, 1894.

Out of the above rate we will absorb not to exceed $3.00 per car C. & C. T. switching on shipments from Whiting, Ind.

Waybill through via Shelbyville, Ill.

Rates named herein are subject to change without notice other than required by interstate commerce law.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property, except, however, when in conflict with rules of Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Rates shall not be greater for a shorter than a longer distance on interstate traffic over the same line in the same direction, the shorter being included within the longer distance.

H. E. FELTON,
General Freight Agent.

Chicago, Ill.

WM. CAMPBELL,
Ass't General Freight Agent.

(Stamp.)
Canceled by File No. 2509

(Stamp.)
Freight tariff files No. 2414 Auditors Office

(Stamp.)
Auditors Office 171325 Received Oct 26 1894 Interstate Commerce Commission

PETITIONER'S EXHIBIT 577.

Form 343.

CHICAGO & EASTERN ILLINOIS R. R.

In connection with

Authy. T–5085.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

G. F. D. No. 8073.

Canceling G. F. D. No. 7441.

Oil, carloads,

Minimum weight 40,000 pounds.

From

Dolton, Ill.

To

East St. Louis, Ill.

6.25 cents per 100 lbs.

Issued October 9th, 1895. Effective October 14th, 1895.

Out of the above rate will absorb not to exceed $3.00 per car C. & C. T. switching on shipments from Whiting, Ind.

Waybill through via Shelbyville, Ill.

+2/14/96

Rates named herein are subject to change without notice other than required by interstate commerce law.

Under this tariff when freight is to be loaded by consignor or unloaded by consignee, one dollar (1.00) per car per day or fraction thereof for delay beyond 48 hours in loading or unloading will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property, except, however, when in conflict with rules of Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Rates shall not be greater for a shorter than a longer distance on inter-state traffic over the same line in the same direction, the shorter being included within the longer distance.

C. V. LEWIS,
A. G. F. A., C. C. C. & St. L., Cincinnati, O.
H. E. FELTON,
Gen'l Freight Agt., C. & E. I. R. R., Chicago, Ill.
WM. CAMPBELL,
Ass't Gen'l Freight Agt., C. & E. I. R. R., Chicago, Ill.

(Stamp.)

Auditors
office
206358
Received Oct. 11, 1895.
Interstate Commerce
Commission.

(Stamp.)

Freight tariff files
No. 2509
Auditor's Office

(Stamp.)

Cancelled by Amt. No. 1 to 10
Effective 7/8/03

(Stamp.)

Correspondence
Mar. 10, 1906
Sub. No. 11/274

PETITIONER'S EXHIBIT 578.

Subject 12-258.

I. C. C. 10.

I. C. C. No. 10.

C. & E. I., G. F. D. No. 7986.
Cancelling G. F. D. Nos. 2786, 6339, a7098, b7375.

C. C. C. & St. L., No. X473.
Canceling Nos. X320. 344, X415, and T. D. 4139.

a Not interstate. *b Not an issue of this.*

CHICAGO & EASTERN ILLINOIS R. R.

in connection with

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS R'Y,
PEORIA & EASTERN R'Y,

I. C. C. No. 10. also

Chicago & Northwestern R'y, Chicago, Milwaukee & St. Paul R'y,
Wisconsin Central Lines.

(Henry Whitcomb and Howard Morris, receivers.)

JOINT FREIGHT TARIFF

between

CHICAGO, ILL.

Englewood, Chicago Heights, Columbia Heights and intermediate points, and stations on
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS R'Y,
in Illinois.

With basis for making rates between Milwaukee, Waukesha, etc., and stations on Cairo Division.

Taking effect September 7, 1895.

Governed by the Illinois Classification

Except on business to or from Milwaukee, Waukesha, etc., which will be governed by the Western Classification.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof for delay beyond 48 hours in loading or unloading will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property, except, however, when in conflict with rules of Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

H. R. McCULLOUGH,
General freight agent, C. & N. W. Ry., Chicago, Ill.

C. V. LEWIS,
Asst' gen'l freight agent, C. C. C. & St. L. Ry., Cincinnati, O.

FORD WOODS,
General freight agent, P. & E. Ry., Indianapolis, Ind.

J. C. MACKINNON,
General freight agent, Wis. Cent. Lines, Milwaukee, Wis.

H. E. FELTON,
General freight agent, C. & E. I. R. R., Chicago, Ill.

W. D. HOLLIDAY,
Ass't gen'l freight agent, C. C. C. & St. L. Ry., St. Louis, Mo.

J. H. HILAND,
General freight agent, C. M. & St. P. Ry., Chicago, Ill.

WM. CAMPBELL,
Ass't general freight agent, C. & E. I. R. R., Chicago, Ill.

+ 2/14/96.

Corbitt & Burnham, Printers, Chicago. (1000)

PETITIONER'S EXHIBIT 578—Continued.

The first page of this tariff is stamped as follows:

(Stamp.)

Freight Tariff No. —, Auditor's Office.

(Stamp.)

Auditor's Office, Sept. 26, 1896, Interstate Commerce Commission.

(Stamp.)

Received Auditor's Office, 204660, Interstate Commerce Commission. Sep. 26, 1896

(Stamp.)

Cancelled by attached.

(Stamp.)

Indexed *4-19-06* *W. A. McM.*

(Stamp.)

Cancelled by I. C. C. No. *3071*. Effective *9/ 1906*.

Page 2.

Between CHICAGO and—		CLASS RATES, in cents per 100 pounds.									
		1st class.	2d class.	3d class.	4th class.	5th class.	6th class.	7th class.	8th class.	9th class.	10th class.
Chicago Div. via St. Anne.	Aroma	Ill.	31.02	25.38	21.00	14.00	12.00	10.50	9.87	7.33	5.83	5.24
	St. Mary	"	33.84	28.20	23.50	16.45	13.16	11.28	10.58	7.96	6.30	5.67
	Donovan	"	34.78	29.14	23.78	16.92	13.53	11.51	10.72	8.08	6.44	5.80
	Iroquois	"	35.72	29.61	24.06	17.39	13.91	11.75	10.90	8.27	6.58	5.92
P. & E. R'y. via Danville.	* Beckwith	"	43.24	33.84	26.6	20	16	13.72	12.6	9.96	7.94	7.14
	* Hilliary	"										
	* France	"										
	* Mission Mines	"										
	Oakwood	"										
	Muncie	"										
	Fithian	"										
	Ogden	"										
	St. Joseph	"										
	Mayview	"										
	Urbana	"										
	Champaign	"										
	* Rising	"	43.71	34.31	26.88	20	17	14.29	13.02	10.48	8.37	7.52
	Mahomet	"										
	Mansfield	"										
	* Harris	"	43.24	33.84	26.6	21.05	16.84	13.72	12.06	9.96	7.94	7.19
	Farmer City	"	43.71	34.31	26.88	21.43	17	13.91	12.74	10.15	8.08	7.27
	* Empire	"										
	Le Roy	"										
	Downs	"										
	Gillem	"										
	Bloomington	"										
	* Twin Grove	"										
	Danvers	"										
	* Bakers	"	43.24	33.84	26.6	21.05	16.84	13.72	12.6	9.96	7.94	7.14
	Lilly	"										
	Mackinaw	"										
	* Menert	"										
	Tremont	"										
	* Leslie	"										
	* Hope Mines	"										
	Pekin	"	40	32	24	18	14	12	11	10	8.5	7.5
	Peoria	"										
Via Terre Haute.	Vermillion	"	46.06	36.47	28.29	20	17	14.76	13.35	10.9	8.63	7.78
St. Louis Div. via Danville.	* Midland	"	47	37.6	29	20	17	15	13.63	11.28	8.93	8.04
	Conlogue	"										
	Dudley	"										
	Kansas	"										
	Ashmore	"										
	* Embarras Siding	"										
	Charleston	"										
	Loxa	"										
	Mattoon	"										
	Gays	"	47	38	29	20	17	15	13.91	11.7	9.21	8.29
	Windsor	"										

* No agent; prepay.

PETITIONER'S EXHIBIT 578—Continued.

Between CHICAGO and—		CLASS RATES, in cents per 100 pounds.									
		1st class.	2d class.	3d class.	4th class.	5th class.	6th class.	7th class.	8th class.	9th class.	10th class.
St. Louis Div.	Middlesworth	Ill.	47	38	29	20	17	15	14	12	9.59	8.63
	*Moulton	"	47	38	29	23	18	15	14	12	9.59	8.63
	Tower Hill	"										
	Pana	"										
	Rosamond	"										
	Ohlman	"										
	Nokomis	"										
	Witt	"	47	38	29	23	18	15	14	12	10.15	9
	Irving	"										
	*Pocock	"										
	Hillsboro	"										
	Butler	"										
	Litchfield	"										
	Hornsby	"										
	Gillespie	"										
	*Dorchester	"	47	38	29	23	18	15	14	12	10.48	9
	Bunker Hill	"										
	Dorsey's	"										
	Moro	"										
	Bethalto	"										
	East Alton	"										
	Alton	"										
	Edwardsville Crossing	"										
	Comstock	"										
	Mitchell	"										
	Nameoki	"										
	*Granite City	"	47	38	29	23	18	15	14	12	10.9	9
	*Newport	"										
	*Venice	"										
	*Bridge June	"										
	East St. Louis	"										
Cairo Division, via Danville.	*Tilton	"	45.12	35.72	27.72	20	17	14.48	13.16	10.62	8.46	7.61
	Georgetown	"										
	Vermillion Grove	"										
	Ridge Farm	"										
	*Wood Yard	"										
	Chrisman	"										
	Edgar	"	46.06	36.47	28.29	20	17	14.76	13.35	10.9	8.65	7.78
	Horace	"										
	Wetzel	"										
	Paris	"										
	*Swango	"										
	*Grover	"										
	Oliver	"										
	Marshall June	"										
	Marshall	"										
	*Ernst	"	47	38	29	20	17	15	14	12	9.4	8.46
	*Snyder	"										
	Walnut Prairie	"										
	Union	"										
	West York	"										
	Hutsonville	"										
	*Trimble	"										
	Robinson	"										

*No agent; prepay.

PETITIONER'S EXHIBIT 578—Continued.

	Between CHICAGO and—	CLASS RATES, in cents per 100 pounds.									
		1st class.	2d class.	3d class.	4th class.	5th class.	6th class.	7th class.	8th class.	9th class.	10th class.
Danville Division, via Cairo	Duncanville.....Ill.										
	Flat Rock..... "										
	Birds..... "	48	38	30	22	20	17	15	14	11	10
	Pinkstaff..... "										
	Lawrenceville..... "										
	* Lawrenceville Junction..... "										
	Billet..... "										
	St. Francisville..... "	50	40	30	25	20	18	16	14	11	10
	* Brevoorts..... "										
	Allendale..... "										
	* Patton..... "										
	Mt. Carmel..... "										
	* Schrodts..... "										
	Keensburg..... "										
	Cowling..... "										
	* Grayville Junction..... "	50	40	30	25	22.5	19.74	17	15	12	10.5
	Grayville..... "										
	Calvin..... "										
	Crossville..... "										
	Carmi..... "										
	* Brownsville..... "										
	* Stokes..... "										
	Norris City..... "										
	* Gossett..... "	55	45	35	25	22.5	19.74	17	15	12	10.5
	* Texas City..... "										
	Eldorado..... "										
	Harrisburg..... "										
	* Black Hawk..... "										
	* Ledford..... "										
	* Clifton..... "										
	Carrier Mills..... "										
	* Knowlton..... "										
	New Castle..... "										
	Stonefort..... "										
	New Burnsides..... "										
	Parker City..... "										
	Tunnel Hill..... "										
	* Quarry Switch..... "										
	* Bloomfield..... "										
	Vienna..... "	50	48	39	25	22.5	19.74	17.86	15.04	12.22	11
	* Bender..... "										
	* Collinsburg..... "										
	* Froman..... "										
	Elknap..... "										
	* Masons..... "										
	* Oaktown..... "										
	Grand Chain..... "										
	* Levings..... "										
	Olmstead..... "										
	America..... "										
	Mound City..... "										
	* North Cairo..... "										
	Cairo..... "										

* No agent; prepay.

PETITIONER'S EXHIBIT 578—Continued.

RATES BETWEEN MILWAUKEE, ETC., AND STATIONS ON CAIRO DIVISION.

Rates between Milwaukee, Wis., Waukesha, Wis., and intermediate stations on C. & N. W. Ry., C. M. & St. P. Ry., and Wisconsin Central Lines, and stations on Cairo Division, viz: Tilton to Cairo, inclusive, will be the following differentials higher than Chicago:

1	2	3	4	5	6	7	8	9	10	Classes.
6	5	4	3	2	2	2	2	2	2	Per 100 lbs.

Such rates will be governed by the Western Classification, and on articles shown in that classification as taking classes A, B, C, D, and E, the rates shown for classes 6, 7, 8, 9, and 10, respectively, will apply.

APPLICATION OF CHICAGO-EAST ST. LOUIS COMMODITY RATES.

Chicago-East St. Louis commodity rates, as named in Chicago & St. Louis Traffic Association Tariff No. 22, C. & E. I. G. F. D. No. 7919, C. C. C. & St. L. No. X–469, or subsequent issues, will be held as the maximum between Chicago and intermediate stations on C. & E. I. R. R. and stations on St. Louis Division, viz: Vermilion to East St. Louis, inclusive; stations on Peoria & Eastern R'y, viz: Beckwith to Peoria, inclusive; also stations on Cairo Division, viz: Tilton to Paris, inclusive.

MINIMUM CHARGE ON SMALL SHIPMENTS.

The minimum charge between stations on C. & E. I. R. R. and the C. C. C. & St. L. Ry. will be twenty-five (25) cents.

The minimum charge from Milwaukee, Waukesha, etc., to stations on Cairo Division will be fifty (50) cents; allowing 25 cents north and 25 cents south of Chicago.

The minimum charge from stations on Cairo Division to Milwaukee, Waukesha, etc., will be sixty-five (65) cents; allowing 25 cents south and 25 cents north of Chicago, and 15 cents to cover Chicago cartage.

BILLING INSTRUCTIONS.

Through billing to and from all points, observing routing shown in margin of tariff.

5

On the back of this page, in the original exhibit, appears a map of Chicago & Eastern Illinois R. R. and connections.

PETITIONER'S EXHIBIT 579.

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD.

In connection with

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

Amendment No. 1

To

G. F. D. No. 7986

Canceling G. F. D. No. 8073

Joint Freight Tariff

applying on

Classes and Commodities

Between Stations on

CHICAGO & EASTERN ILLINOIS R. R.

And

C. C. C. & ST. L. RY. STATIONS

(In Illinois)

(Stamp.)

Interstate Commerce Commission
Received
Mar. 30, 1906
3766
Div. of Rates & Transportation

Petroleum and its oil products C. L.

Minimum weight; when in tanks, capacity of tank; in barrels 24,000 lbs.

From

Chicago and Dolton Junction, Ill.

to

East St. Louis, Ill.

6.25 cents per 100 pounds.

Waybill as per division sheet.

Issued July 7th, 1903.

Effective July 8th, 1903.

WM. CAMPBELL,
General Freight Agent,
C. & E. I. R. R.,
Chicago, Ill.

C. J. BRISTER,
Ass't Gen. Frt. Agt.,
C. C. C. & St. L. Ry.,
Cincinnati, Ohio.

PETITIONER'S EXHIBIT 580.

DISTRIBUTION LIST A. No. 36678.

Div. Sheet No.....to G. F. D.....

Supplement No.: Amdt. 1.....to G. F. D.: 7986.....

Supplement No.....to per cent sheet.....

.....

Cancellation Notice.....

Wm. Campbell, G. F. A.		
J. S. Ford, auditor		
Rate clerk		
W. J. Jackson, G. S.		
H. H. Rhodes, C. T. M.		
CHICAGO DIVISION.		
Chicago	Ill.	1a
Englewood	"	
Auburn Park (81st St.)	"	
Oakdale	"	
Fernwood	"	
Roseland	"	
Kensington	"	
Dolton	"	1a
South Holland	"	
Thornton Junction	"	
Thornton	"	
Glenwood	"	
Chicago Heights	"	
Steger	"	
Crete	"	
Goodenow	"	
Beecher	"	
Sollitt	"	
Grant	"	
Momence	"	
St. Anne	"	
CHICAGO DIVISION—continued.		
West Newell	Ill.	
Danville	"	
TERRE HAUTE DIVISION.		
Rileysburg	Ind.	
Gessie	"	
Perrysville	"	
Cayuga	"	
Newport	"	
West Montezuma	"	
Hillsdale	"	
Clinton	"	
Atherton	"	
Otter Creek Junction	"	
Burnett	"	
Ehrmandale	"	
Terre Haute	"	
Terre Haute (general)	"	
ST. LOUIS DIVISION.		
Grape Creek	Ill.	
Westville	"	
Indianola	"	
Sidell	"	
Allerton	"	
Broadlands	"	
ST. ELMO DIVISION—continued.		
Mt. Vernon	Ill.	
Bonnie	"	
Ina	"	
Whittington	"	
Benton	"	
West Frankfort	"	
Johnston City	"	
Marion	"	
Hudgens	"	
Goreville	"	
Buncombe	"	
West Vienna	"	
Cypress	"	
Perks	"	
Tamms	"	
Olive Branch	"	
Thebes	"	
Boaz	"	
Joppa	"	
BRAZIL DIVISION.		
Hopkins	Ill.	
La Crosse	Ind.	
Wilders	"	
Dunns	"	
Wheatfield	"	
Zadoc	"	

Papineau	"		Longview	"		Knitman	"	
Martinton	"		Fairland	"		Fair Oaks	"	
Pittwood	"		Villa Grove	"		Mt. Ayr	"	
Watseka	"		West Ridge	"		Foresman	"	
Woodland	"		Tuscola	"		Morocco	"	
Milford	"		Bourbon	"		Brock	"	
Freeland	Ind.		Arthur	"		Goodland	"	
Wellington	Ill.		Cadwell	"		Wadena	"	
			Sullivan	"		Lochiel	"	
CISSNA BRANCH.			Findley	"		Baroe	"	
Goodwine	Ill.		Shelbyville	"		Swanington	"	
Claytonville	"		Clarksburg	"		Oxford	"	
Cissna Park	"		Mode	"		Pine Village	"	
			Holland	"		Winthrop	"	
CHICAGO DIVISION.			Moccasin	"		Attica	"	
Hoopeston	Ill.		Altamont	"		Stone Bluff	"	
Rossville	"					Veedersburg	"	
			ST. ELMO DIVISION.			Yeddo	"	
ROSSVILLE SIDELL LINE.			St. Elmo	Ill.		Kingman	"	
Henning	Ill.		St. James	"		Tangier	"	
Jamesburg	"		Loogootee	"		West Union	"	
Collison	"		St. Peter	"		Mecca	"	
Brothers	"		Kinmundy	"		Coxville	"	
Jamaica	"		Brubaker	"		Rosedale	"	
			Salem	"		Coal Bluff	"	
CHICAGO DIVISION.			Cartter	"		Diamond	"	
Alvan	Ill.		Kell	"		Brazil	"	
Bismark	"		Texico	"				

a Inclosed in circle in original

OUTSIDE AGENCIES.

C. B. Gregory, manager 1
C. H. Allen, com'l agent, Minneapolis, Minn. .....
Wm. Hughes, com'l agent, Milwaukee, Wis .....
E. J. Knickerbocker, D. F. A., Mt. Vernon, Ill. 1
G. J. Nattkemper, T. F. A., Terre Haute, Ind. .....
S. L. Rogers, G. A., Atlanta, Ga .....
S. L. Rogers, G. A., Nashville, Tenn .....
D. R. Patterson, C. O. A .....
E. McLaMore, Bldg .....
C. A. Smith, U. S. Yards, Chicago .....
Agent, E. St. Louis, Ill. .....

OPERATING DEPARTMENT.

J. C. Muir, D. S., Danville, Ill. .....
G. H. Trenardy, D. S., Brazil, Ind. .....
E. H. De Groot, jr., D. S., St. Elmo, Ill. .....
J. M. O'Day, car acc't .....

INTERSTATE COMMERCE COMMISSION.

J M. Smith, auditor, Washington, D. C. .....

ASSOCIATIONS AND COMMITTEES.

J. F. Tucker, chairman, C. F. A .....
B. E. Connell, C. C., Chicago Com .....
Horace Tucker, C. C., Illinois Com .....
J. V. Mahoney, chairman W. T. Line .....
C. E. Fulton, secretary C. O. R. Com .....
C. E. Fulton, Ch. Miss. Val. F. Ass'n. .....
W. S. Danner, Seattle, Wash .....

NORTHERN AGENTS.

Agent C. & N-W Ry., Batavia, Ill .....
Agent C. & N-W Ry., Sheboygan, Wis .....
Agent C. & N-W Ry., Oshkosh, Wis. .....
A. G. Everett, G. A., C., B. & Q. R. R., Rockford, Ill .....
Agent C. G. W. Ry., De Kalb, Ill .....
Agent C., M. & St. P. Ry., Rockford, Ill. .....
Agent C., M. & St. P. Ry., Eau Claire, Wis. .....
Agent C., M. & St. P. Ry., Menasha, Wis. .....
Agent C., M. & St. P. Ry., Racine, Wis. .....
Agent C. M. & St. P. Ry., Fond du Lac, Wis .....

NORTHERN AGENTS—continued.

Evansville, Paducah & Cairo Line: S. A. Fowler, G. F. A., Paducah, Ky .....
Fairchild & Northeastern R. R.: N. C. Foster, pres., Fairchild, Wis .....
Goodrich Trans. Co.: Chas. B. Hopper, G. F. A., Chicago, Ill. .....
Grand Rapids & Indiana Ry.: E. C. Leavenworth, G. F. A., Grand Rapids, Mich. .....
Grand Trunk Ry.:
John Pullen, G. F. A., Montreal, Que .....
C. A. Hayes, A. G. F. A., Chicago, Ill. .....
Great Northern: W. W. Broughton, G. F. A., St. Paul, Minn. .....
Green Bay & Western R. R.: W. C. Modisett, G. F. A., Green Bay, Wis. .....
Hocking Valley: H. B. Dunham, G. F. A., Columbus, O. .....
Illinois Central R. R.: W. E. Keepers, G. F. A., Chicago, Ill. .....
Illinois Southern Ry.: A. N. East, G. F. A., Sparta, Ill. .....
Illinois, Indiana & Iowa R. R.: G. H. Ross, T. M., Chicago, Ill. .....
Intercolonial Ry.: J. J. Wallace, G. F. A., Moncton, N. B. .....
Iowa Central Ry.: J. N. Tittemore, T. M., Marshalltown, Ia. .....
Lake Erie, Alliance & Wheeling R. R.: C. O. Scranton, G. F. A., Alliance, O. .....
Lake Erie & Western R. R.: S. B. Sweet, G. F. A., Indianapolis, Ind. .....

RAILROADS.

Abbotsford & Northeastern Ry.: Wm. L. Erbach, supt., Athens, Wis. .....
Ann Arbor R. R.: W. H. Bennett, G. F. A., Toledo, O. .....
Arcadia & Betsey River Ry.: C. J. Starke, G. M., Arcadia, Mich. .....
Atchison, Topeka & Santa Fe R. R.:
F. C. Maegly, A. G. F. A., Topeka, Kan. .....
J. E. Gorman, G. F. A., Chicago, Ill. .....
Baltimore & Ohio R. R.:
H. C. Smith, F. T. A., Baltimore, Md. .....
A. P. Bigelow, G. W. F. A., Chicago, Ill. .....

RAILROADS—continued.

Manistee & Grand Rapids R. R.: J. W. Murray, T. M., Manistee, Mich. .....
Manistee & Northeastern R. R.: F. A. Mitchell, G. F. A., Manistee, Mich. .....
Marietta, Columbus & Cleveland R. R.: E. E. Finch, G. F. A., Marietta, O. .....
Michigan Central R. R.:
B. B. Mitchell, G. F. T. M., Detroit, Mich. .....
F. Zimmerman, A. G. F. A., Chicago, Ill. .....
Minneapolis & St. Louis R. R.: W. M. Hopkins, G. F. A., Minneapolis, Minn. .....
Minneapolis, St. Paul & Sault Ste. Marie Ry.: W. L. Martin, G. F. A., Minneapolis, Minn. .....
Mobile & Ohio R. R.: Haiden Miller, G. F. A., St. Louis, Mo. .....
New York & Pennsylvania R. R.: G. R. Brown, receiver, Canisteo, N. Y. .....
New York Central & Hudson River R. R.: W. S. Kallman, C. of T. B., New York, N. Y. .....
New York, Chicago & St. Louis R. R.:
G. B. Spriggs, G. F. A., Cleveland, O. .....
Jas. Webster, A. G. F. A., Cleveland, O. .....
New York, New Haven & Hartford R. R.: F. S. Holbrook, G. F. A., New Haven, Conn. .....
New York, Ontario & Western R. R.: J. C. Anderson, G. F. A., New York, N. Y. .....
New York, Philadelphia & Norfolk R. R.: R. B. Cooke, T. M., Norfolk, Va. .....
Norfolk & Western Ry.:
T. S. Davant, G. F. A., Roanoke, Va. .....
J. R. Ruffin, D. F. A., Columbus, O. .....
Northern Pacific Ry.: J. B. Baird, G. F. A., St. Paul, Minn. .....
Ohio Central Lines: Hudson Fitch, G. F. A., Toledo, O. .....
Pennsylvania Co.: J. P. Orr, G. F. A., Pittsburg, Pa. .....
Pennsylvania R. R.:
S. L. Seymour, D. F. A., Pittsburg, Pa. .....
J. B. Thayer, G. F. A., Philadelphia, Pa. .....
Pere Marquette R. R.: J. E. Williams, C. of T. B., Detroit, Mich. .....
Philadelphia & Reading Ry.: B. H. Bail, G. F. A., Philadelphia, Pa. .....
Pittsburg & Lake Erie R. R.: W. A. Terry, G. F. A., Pittsburg, Pa. .....

Agent W. C. Ry., Eau Claire, Wis.....

Canadian Pacific Ry.:
W. R. MacInnes, F. T. M., Montreal, P. Q.....
M. H. Brown, G. F. A., Toronto, Can.....
W. A. Kittermaster, G. A. F. D., Chicago, Ill.....

Central Indiana Ry.: W. S. Parkhurst, G. F. A., Muncie, Ind.....

Central New England Ry.: W. H. Seeley, G. F. A., Hartford, Conn.....

Central Railroad of New Jersey: T. B. Koons, G. F. A., New York, N. Y.....

Central Vermont Ry.: J. E. Dalrymple, G. F. A., St. Albans, Vt.....

Chesapeake & Ohio R. R.: J. F. Orndorff, A. G. F. A., Richmond, Va.....

Chicago & Alton Ry.: F. A. Wann, G. F. A., Chicago, Ill.....

Chicago & Erie R. R.: C. L. Thomas, G. F. A., Cleveland, O.....

Chicago & Northwestern Ry.: E. D. Brigham, G. F. A., Chicago, Ill.....

Chicago & Wabash Valley R. R.: B. J. Gifford, pres., Kankakee, Ill.....

Chicago, Burlington & Quincy Ry.: Thos. Miller, F. T. M., Chicago, Ill.....

Chicago, Cincinnati & Louisville R. R.: F. Signor, G. F. A., Richmond, Ind.....

Chicago Great Western Ry.: S. O. Brooks, G. F. A., St. Paul, Minn.....

Chicago, Indiana & Eastern Ry.: W. S. Whitney, G. F. A., Muncie, Ind.....

Chicago Junction Ry.: W. S. Weed, G. F. A., Chicago, Ill.....

Chicago, Indianapolis & Louisville Ry.: O. C. Carter, G. F. A., Chicago, Ill.....

Chicago, Kalamazoo & Saginaw Ry.: H. C. Potter, T. M., Kalamazoo, Mich.....

Chicago, Milwaukee & St. Paul Ry.: E. S. Keeley, G. F. A., Chicago, Ill.....

Chicago, Rock Island & Pacific Ry.: E. B. Boyd, G. F. A., Chicago, Ill.....

Chicago, St. Paul, Minneapolis & Omaha Ry.: H. M. Pearce, G. F. A., St. Paul, Minn.....

Eastern Railway of Minnesota: W. W. Broughton, G. F. A., St. Paul, Minn.....

Elgin, Joliet & Eastern Ry.: F. E. Learned, T. M., Chicago, Ill.....

Erie R. R.: R. M. Parker, G. F. A., New York, N. Y.....

Evansville & Terre Haute R. R.: F. P. Jeffries, G. F. A., Evansville, Ind.....

Baltimore & Ohio Southwestern R. R.: S. T. McLaughlin, F. A., Cincinnati, O.....

Barry Bros. Trans. Co.: W. H. Ogborn, G. F. A., Chicago, Ill.....

Belt Ry. of Chicago: B. Thomas, G. M., Chicago, Ill.....

Bessemer & Lake Erie R. R.: O. J. Hammon, G. F. A., Pittsburg, Pa.....

Boston & Albany R. R.: H. C. Blood, A. G. F. A., Boston, Mass.....

Boston & Maine R. R.: M. T. Donovan, F. T. M., Boston, Mass.....

Buffalo, Rochester & Pittsburg Ry.: R. W. Davis, G. F. A., Rochester, N. Y.....

Chicago Terminal Trans. R. R.: W. B. Barr, G. F. A., Chicago, Ill.....

Cincinnati & Muskingum Valley R. R.: F. M. Wilkinson, G. F. A., Zanesville, O.....

Cincinnati, Hamilton & Dayton Ry.: A. H. McLeod, F. T. M., Cincinnati, O.....

Cincinnati, Indianapolis & Western Ry.: J. S. Lazarus, G. F. A., Indianapolis, Ind.....

Cleveland, Akron & Columbus Ry.: Geo. W. Davis, G. F. A., Columbus, O.....

Cleveland, Cinc., Chicago & St. Louis Ry.:
C. J. Brister, A. G. F. A., Cincinnati, O.....
Ferd Woods, G. F. A. (P. & E. Div.), Indianapolis, Ind.....

Coal Belt Ry.: J. B. Russell, T. M., Chicago, Ill.....

Delaware & Hudson Co.: Paul Wadsworth, G. F. A., Albany, N. Y.....

Delaware, Lackawanna & Western R. R.: J. H. Crawford, G. F. A., New York, N. Y.....

Detroit Southern Ry.: T. C. M. Schindler, G. F. A., Detroit, Mich.....

Duluth, South Shore & Atlantic Ry.: W. W. Walker, G. F. A., Duluth, Minn.....

Dunkirk, Allegheny Val. & Pittsburgh R. R.: G. J. Grammer, G. T. M., Cleveland, O.....

Lake Shore & Michigan Southern R. R.: W. H. Smith, C. of T. B., Cleveland, O.....

Lehigh Valley: T. N. Jarvis, G. F. A., New York, N. Y.....

Louisville, Henderson & St. Louis Ry.: L. J. Irwin, G. F. A., Louisville, Ky.....

Louisville & Nashville R. R.:
D. M. Goodwyn, G. F. A., Louisville, Ky.....
Lee Howell, G. F. A., Evansville, Ind.....

Maine Central R. R.: W. K. Sanderson, G. F. A., Portland, Me.....

Pittsburg, Cincinnati, Chicago & St. Louis Ry.: J. B. Hill, G. F. A., Pittsburg, Pa.....

Pittsburg, Ft. Wayne & Chicago R. R.: Wm. Borner, G. W. F. A., Chicago, Ill.....

St. Louis & Gulf Ry., St. Louis, Memphis & South-Eastern R. R.: E. F. Blomeyer, G. F. A., Cape Girardeau, Mo.....

St. Louis & San Francisco R. R.:
A. S. Dodge, F. T. M., St. Louis, Mo.....
J. A. Middleton, G. F. A., St. Louis, Mo.....
E. K. Voorhees, A. G. F. A., Memphis, Tenn.....

St. Louis & T. River P. Co.: J. E. Massengale, T. M., St. Louis, Mo.....

St. Louis Southwestern Ry.: J. P. Park, G. F. A., St. Louis, Mo.....

Salem R. R.: K. E. Baringer, T. M., Lisbon, O.....

Southern Ry.: R. A. Campbell, A. G. F. A., St. Louis, Mo.....

Southern Indiana Ry.: H. H. Roseman, G. F. A., Terre Haute, Ind.....

South Haven & Eastern R. R.: Edward Maher, G. M., Paw Paw, Mich.....

Toledo, Peoria & Western R. R.: D. Mowat, G. F. A., Peoria, Ill.....

Toledo, St. Louis & Western R. R.: C. D. Whitney, G. T. M., Toledo, O.....

Vandalia Line: Wm. Hodgdon, G. F. A., St. Louis, Mo.....

Wabash R. R.: S. B. Knight, G. F. A., St. Louis, Mo.....

Wabash, Chester & Western Ry.: C. E. Kingsbury, G. F. A., Chester, Ill.....

Western Maryland R. R.: B. H. Griswold, G. F. A., Baltimore, Md.....

West Shore R. R.: Francis La Bau, G. F. A., New York, N. Y.....

Wheeling & Lake Erie R. R.: H. J. Booth, G. T. M., Cleveland, O.....

Wisconsin Central Ry. Co.: Burton Johnson, G. F. A., Milwaukee, Wis.....

FAST FREIGHT LINES.

Blue Ridge Despatch, Don Alexander, manager, Cincinnati, O.....

Canada Southern, W. F. Wilson, G. M., Buffalo, N. Y.....

Canadian Pacific Despatch, B. D. Webber, G. A., Boston, Mass.....

Central States Despatch, T. H. Noonan, manager, Cincinnati, O.....

Commercial Express, Ed. Wiles, Buffalo, N. Y.....

Continental Line, T. H. Noonan, Cincinnati, O.....

[a] Inclosed in circle in original.

PETITIONER'S EXHIBIT 580, PAGE 2—Continued.

RAILROADS—continued.		RAILROADS—continued.		RAILROADS—continued.	
Cumberland Gap Despatch, A. Broadus, manager, Louisville, Ky		Lackawanna-Grand Trunk Line, W. P. Fitzsimmons, mgr., Chicago, Ill		Ontario & Mich. Cent. Despatch, J. C. Anderson, agt., New York, N. Y	
Empire Line, L. G. Kies, Cleveland, O		Lehigh & Wabash Despatch, M. L. Doherty, Detroit, Mich		Ontario Despatch, J. C. Anderson, G. M., New York, N. Y	
Erie Despatch, C. P. Lamprey, G. M., Chicago, Ill		Lehigh Valley Despatch, S. A. Story, Buffalo, N. Y		Reading Despatch, Chas. T. Haigh, manager, Buffalo, N. Y	
Hoosac Tunnel Line, D. F. Jennings, Chicago, Ill		North Shore Despatch, W. F. Wilson, Buffalo, N. Y		R. W. & O. Line, H. J. Whiton, G. A., Boston, Mass	
Inter-State Despatch, H. C. Diehl, Buffalo, N. Y		National Despatch-Great Eastern Line, mgr., Buffalo, N. Y		Star Union Line, J. T. Denniston, auditor, Pittsburg, Pa	
Kanawha Despatch, Thornton Lewis, Cincinnati, O		Nickel Plate Line, W. F. Wilson, Buffalo, N. Y		Traders' Despatch, L. Briggs, Chicago, Ill	
Lackawanna Line, H. J. Graham, G. M., Chicago, Ill		Norfolk & Western Despatch, J. R. Ruffin, D. F. A., Columbus, O		West Shore Line, W. F. Wilson, Buffalo, N. Y	
				White Line, W. F. Wilson, G. A., Buffalo, N. Y	

Sent out 7/7, 1903. By M. A. S.

E. Bogardus,
[a]2 # 5 Wabash Ave.,
c/o Stan. Oil Co., City.
} Written on original exhibit in indelible pencil.

T 7453.

[a] Inclosed in circle in original.

PETITIONER'S EXHIBIT 581.

FRISCO SYSTEM

CHICAGO & EASTERN ILLINOIS RAILROAD CO.

In connection with

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

Amendment No. 2

Canceling Amendment No. 1

To

(Stamp.)

G. F. D. No. 7986

Cancelled by Amt No. 3.... Effective Dec 31, 1905

JOINT Freight Tariff

Applying on

CLASSES and Commodities

Between Stations On

CHICAGO & EASTERN ILLINOIS R. R.

And

C. C. C. & ST. L. STATIONS

(In Illinois)

Effective at once, amend above described tariff as follows:

Petroleum and its oil products, C. L., minimum weight—when in tanks, capacity of tank; in barrels, 24,000 lbs.

From

CHICAGO AND DOLTON JUNCTION, ILL.

To

(Stamp.)

EAST ST. LOUIS, ILL.

Interstate Commerce Commission Received Apr. 16 1906 4376 Div. of Rates & Transportation

10 cents per 100 lbs.

Waybill as per division sheet.

Chicago, July 1, 1905.
Authy. T-5085.

C. J. BRISTER,
A. G. F. A., C. C. C. & St. L. Ry.,
Cincinnati, Ohio.

S. J. COOKE,
G. F. A., C. & E. I. R. R.,
Chicago, Ill.

PETITIONER'S EXHIBIT 582.

I. C. C. No. 1898 corrected. FRISCO. (Stamp.) Indexed. 5-16-06 W. A. McM.

[a] *Former trf. I. C. C. 1740.*

[a] *Former E. St. Louis rate in amts. to I. C. C. 10.*

[a] These words written in ink on face of original.

(Stamp.) Jan 8 Auditor's Office. 5881 Interstate Commerce Commission 1906

CHICAGO & EASTERN ILLINOIS RAILROAD CO.
In connection with
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

G. F. D. No. 1227 corrected.

Applying on

Petroleum and its Oil Products, carloads

Minimum weight when in tank cars capacity of tank; in barrels, 24,000 lbs.

From

Chicago, Ill., and Whiting, Ind.

(Stamp.) P. O. 1/7 a. m.

To—	Rates in cents per 100 lbs.	Waybill through via—
Alton, Ill.	10	Shelbyville, Ill.
Cairo, "	11	Danville, "
Champaign, "	7	Danville, "
Charleston, "	7	Danville, "
East St. Louis, "	10	Shelbyville, "
Grayville, "	11	Danville, "
Harrisburg, "	11	Danville, "
Mattoon, "	7	Danville, "
Urbana, "	7	Danville, "
Robinson, "	9	Danville, "
Marshall, "	8	Danville "

On shipments from Whiting, Ind., deduct following amounts on waybills to cover C. T. T. switching.

On cars weighing 60,000 lbs. or less, $3.50 per car.

On cars weighing in excess of 60,000 lbs., $3.50 per car plus 10 cents for each additional 2,000 lbs. or fraction thereof.

Authy. T-2017-5307-6154-5085.

Issued December 26, 1905.

C. J. BRISTER,
G. F. A., C. C. C. & St. L. Ry., Cincinnati, O.

J. A. MIDDLETON,
F. T. M., C. & E. I. R. R., St. Louis, Mo.

Effective January 8th, 1906.

G. H. KUMMER,
D. F. A., C. & E. I. R. R., Mt. Vernon, Ill.

F. C. REILLY,
A. G. F. A., C. & E. I. R. R., Chicago, Ill.

S. J. COOKE,
G. F. A., C. & E. I. R. R., Chicago, Ill.

Passed.

(The following appears stamped across the face of the original:)

Cancelled by-I. C. C. No. 1804
Effective 1/15 1906

PETITIONER'S EXHIBIT 582—Continued.

I. C. C. No. 1898.

Frisco

(Stamp.)

CHICAGO & EASTERN ILLINOIS RAILROAD CO. Dec 28 Auditor's Office. 4307 Interstate Commerce Commission. 1905

In connection with

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

G. F. D. No. 1227 of 1905.

Applying on

Petroleum and its Oil Products, Carloads.

Minimum weight when in tank cars, capacity of tank; in barrels, 24,000 lbs.

From

Chicago, Ill., and Whiting, Ind.

To—		Rates in cents per 100 lbs.	Waybill through via—
Alton,	Ill.	10	Shelbyville, Ill.
Cairo,	"	11	Danville, "
Champaign,	"	7	Danville, "
Charleston,	"	7	Danville, "
East St. Louis	"	10	Danville, "
Grayville,	"	11	Shelbyville, "
Harrisburg,	"	11	Danville, "
Mattoon,	"	7	Danville, "
Urbana,	"	7	Danville, "
Robinson,	"	9	Danville, "
Marshall,	"	8	Danville "

On shipments from Whiting, Ind., deduct following amounts on waybills to cover C. T. T. switching:

On cars weighing 60,000 lbs. or less, $3.50 per car.

On cars weighing in excess of 60,000 lbs., $3.50 per car plus 10 cents for each additional 2,000 lbs. or fraction thereof.

Authy. T-2017-5307-6154-5085.

Issued December 26, 1905.

C. J. BRISTER,
G. F. A., C. C. C. & St. L. Ry., Cincinnati, O.

J. A. MIDDLETON,
F. T. M., C. & E. I. R. R., St. Louis, Mo.

Effective January 8th, 1905.

G. H. KUMMER,
D. F. A., C. & E. I. R. R., Mt. Vernon, Ill.

F. C. REILLY,
A. G. F. A., C. & E. I. R. R., Chicago, Ill.

S. J. COOKE,
G. F. A., C. & E. I. R. R., Chicago.

(Stamp.)

Correspondence
Jan 6 1906
Sub. No. 11/53

25M. 8-25-05. Form 59.

Combined weight of car and contents for engine rating.

..... tons.

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

FROM *Chgo.*, STATE OF ————, TO *E. St. Louis*, STATE OF *Ill.* DATE *Dec*

Route.				
Via junction, Shelbyville with C. C. C. & St. L. Ry.	Via junction, ... with W. F. Co. Ry.	Via junction, ... with Ry.	Via junction, ... with Ry.	Gross, tare and net weight of car-load freight to be entered in this space where car is weighed:

Gross .....

Tare .....

Net .....

Tra
Int'l
Tra
Int'l

*When

Weigh this car at .....

Stop this car at ..... for .....

Car forwarded on card waybill No ..... Marked capacity of car ..... lbs.

Consignor, connecting line reference, original car and waybill number, and original point of shipment.	Marks, consignees, and destination.	No. of pkgs.	Articles and classification
C. T. T. Whiting.	LaClede Gas Lt. Co., Sta. B. Main & Howard Sts. St. Louis, Mo. St. Louis, Mo.		Gas oil.

Minimum weight { Actual weight to govern with minimum of ..... lbs.
Below which corrections will not be accepted.

Agents at junction stations receiving this waybill from connecting lines must stamp in the spaces below, in consecutive order, the name

1	2	3	4	5

[In copying this waybill allow the loose tissues to extend two inches beyond this edge, so as to provide for binding.]

PETITIONER'S EXHIBIT 56½.

25M. 8-25-05. Form 59.

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

INTERLINE WAYBILL.

Series K, No. 12.

FROM *Chgo.*, STATE OF ————, TO *E. St. Louis*, STATE OF *Ill.* DATE *Dec. 1904.*

junction,	Via junction,	Gross, tare and net weight of carload freight to be entered in this space where car is weighed:
with Ry.	with Ry.	Gross .....
.....	.....	Tare .....
.....	.....	Net .....

Car Int'l: U. T. L. Car No. 7410.

Transferred ..... 190.., into
Int'l..... No..... At .....
Transferred ..... 190.., into
Int'l..... No..... At .....

*When a through rate is used and the shipment is to be re-billed at your station, the subdivision must be shown in the rate column in road order, noting opposite each division of rate the initial of the road to which it accrues.

Marked capacity of car ..... lbs.

nt of shipment.	Marks, consignees, and destination.	No. of pkgs.	Articles and classification. Conditions (O. R. C. R., Rel., Gtd., etc.)	Weight.	Rate and authority.*	Freight.	Advances.	Prepaid.
	LaClede Gas Lt. Co., Sta. B. Main & Howard Sts. St. Louis, Mo.							
	St. Louis, Mo.		Gas oil.	50,586		Paid	to dest.	
					C. V.	*7549*		
					S. V.	*12865*		

Minimum weight { Actual weight to govern with minimum of ..... lbs. / Below which corrections will not be accepted.

om connecting lines must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the waybill is received.

3	4	5	Date ..... Train No ..... Time	Agent at ..... Destination will stamp herein the date received
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	To be filled in by first conductor taking the car	

PETITIONER'S EXHIBIT 583.

[Throughout this exhibit the figures inclosed in brackets are stricken through in the original.]

Form U 1. 10M. 6-20-05. C. A. L. Co.

Auditor's No. 7549.
Month of Dec. — 04.

STANDARD OIL COMPANY, *Chicago, Illinois*, TO THE CHICAGO & EASTERN ILLINOIS RAILROAD CO., DR.

If an error be found in this account, please return to auditor for correction, otherwise remit check to order of the company, quoting Audit No. shown above.

Dept. No. .....

1904. Dec. 16	For freight charges on oil billed prepaid to E. St. Louis, Mo., from Dec. 1st to 14th, inclusive, but which have not been prepaid and are collectible from your company as per agreement—statement attached.	
	4,698,247 at 6½c. per cwt ..... *2,936. 40 [2,536. 40]	
	191,361 at 7¾c. " " 148. 31	[2,684. 71] *3,084. 71
	(No J. E.)	
	Freight earnings, foreign.	

Correct:
A. G. Mitten 12/19
Approved:
.....
Audited:
J. J. D.,
Auditor.

..... 190..

Received *Three thousand eighty four & [Twenty six hundred eighty four and] 71/100 dollars in full for above account
*3,084.71
$[2,684.71]
.....
.....

*Corrections noted in red in original.

PETITIONER'S EXHIBIT 583—Continued.

49.

20M. 6-19-05. C. A. L. Co., 1660.

C V 7549

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

LOCAL DEPARTMENT.

.....No. .....

DEC. 1st, 1904

Statement.....Claimants

Shipments from.....

.....Consignee .....Destination

Statement of billing on oil from C. T. T., Whiting, Ind., destined Waters Pierce Oil Co., East St. Louis.

Way-billed from Chgo. to E. St. Louis.
Via Shelbyville Big 4 $6\frac{1}{4}^{a}$

Date.	W. B. K.	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.
1904.									
Dec. 1	One.	8274	.....	Ref. oil.....	65,766	.....	.....	.....	Paid.
					*589				
	2	8543	.....	" "	64,[621]	.....	.....	.....	"
					53				
	7	8679	.....	" "	65,4[34]	*Ms 230*	.....	.....	"
	8	9755	.....	" "	66,150	.....	.....	.....	"
					*787				
	9	8605	.....	" "	64,[926]	.....	.....	.....	"
	10	8896	.....	" "	65,466	.....	.....	.....	"
	11	8832	.....	" "	65,491	.....	.....	.....	"
	13	8995	.....	" "	64,928	.....	.....	.....	"
					*819				
	14	8614	.....	" "	64,[922]	.....	.....	.....	"
2	70	8868	.....	" "	65,485	.....	.....	.....	
	71	9707	.....	" "	66,170	.....	.....	.....	
	72	8433	.....	" "	66,221	.....	.....	.....	
	73	8472	.....	" "	66,234	.....	.....	.....	
	74	9366	.....	" "	77,850	.....	.....	.....	
	75	9717	.....	" "	66,266	.....	.....	.....	
	76	9424	.....	" "	77,850	.....	.....	.....	
	77	9052	.....	" "	64,954	.....	.....	.....	
	81	9960	.....	" "	65,074	.....	.....	.....	
					*773				
	82	8376	.....	" "	65,[818]	.....	.....	.....	
7	419	1789	.....	" "	39,162	.....	.....	.....	
	420	9146	.....	" "	77,690	.....	.....	.....	
	422	9072	.....	" "	64,941	.....	.....	.....	
	423	9177	.....	" "	77,715	.....	.....	.....	
					*92				
8	510	8379	.....	"	65,7[92]	*Ms 231*	.....	.....	
	511	9738	.....	"	66,144	.....	.....	.....	
9	515	6122	.....	"	41,830	.....	.....	.....	
	516	6060	.....	"	41,862	.....	.....	.....	
					*736(?)				
	517	8612	.....	"	64,[941]	.....	.....	.....	
	518	8585	.....	"	64,845	.....	.....	.....	
	519	9827	.....	"	65,043	.....	.....	.....	
	520	7739	.....	"	41,670	.....	.....	.....	
	524	7808	.....	"	50,586	.....	.....	.....	
	525	8563	.....	"	64,787	.....	.....	.....	
	526	2417	.....	"	39,424	.....	.....	.....	
	527	9790	.....	"	66,155	.....	.....	.....	
	528	9510	.....	"	84,218	.....	.....	.....	
					*2,285,926				
					[2,236,321]				

(a) Noted in pencil at this point.
*Corrections noted in red in original.

PETITIONER'S EXHIBIT 583—Continued.

20M. 6-19-05. C. A. L. Co., 1660. 49.

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

------ DEPARTMENT.

------ No. ---- *Continued.* DEC. 190--

Statement ..... Claimants

Shipments from .....

..... Consignee ..... Destination.

Waters Pierce Oil Co., East St. Louis, Ill.

Way-billed from ..... to .....
Via .....

#2 sheet.

$6\frac{1}{4}$ [a]

Date.	W. B. K.	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.
1904.									
Dec. 10	647	9524	.....	R. oil.....	84,230	.....	.....	.....	.....
	649	7267	.....	"	50,669	.....	.....	.....	.....
	650	8318	.....	"	65,728	.....	.....	.....	.....
	651	6124	.....	"	46,656	.....	.....	.....	.....
	652	8577	.....	"	64,787	.....	.....	.....	.....
	653	3601	.....	"	39,014	.....	.....	.....	.....
	655	8785	.....	"	65,440	.....	.....	.....	.....
	656	4419	.....	"	38,970	.....	.....	.....	.....
	657	6145	.....	"	39,808	.....	.....	.....	.....
	658	5897	.....	"	51,898	.....	.....	.....	.....
	659	6610	.....	"	52,000	.....	.....	.....	.....
12	707	8475	.....	"	66,150	.....	.....	.....	.....
	708	1270	.....	"	50,413	.....	.....	.....	.....
	709	7960	.....	"	51,334	.....	.....	.....	.....
	710	9884	.....	"	64,883	.....	.....	.....	.....
	711	6563	.....	"	51,923	.....	.....	.....	.....
	712	8272	.....	"	66,170	.....	.....	.....	.....
	713	8963	.....	"	64,947	.....	.....	.....	.....
	714	8924	.....	"	64,834	.....	.....	.....	.....
		*8			*144				
13	817	96[3]3	.....	"	66,[016]	.....	.....	.....	.....
	818	8664	.....	"	65,453	.....	.....	.....	.....
	819	9954	.....	"	65,082	.....	.....	.....	.....
					*7				
	820	8550	.....	"	64,[6]68	.....	.....	.....	.....
	821	8869	.....	"	65,491	.....	.....	.....	.....
	822	8838	.....	"	65,517	.....	.....	.....	.....
	823	8653	.....	"	65,478	.....	.....	.....	.....
	824	9760	.....	"	66,099	.....	.....	.....	.....
	825	9364	.....	"	77,862	.....	.....	.....	.....
	826	8811	.....	"	65,427	.....	.....	.....	.....
	827	9138	.....	"	77,766	.....	.....	.....	.....
	828	8920	.....	"	64,922	.....	.....	.....	.....
	829	8745	.....	"	65,440	.....	.....	.....	.....
	830	9661	.....	"	66,086	.....	.....	.....	.....
	84½	9346	.....	"	77,946	.....	.....	.....	.....
					*2,099,335 [2,099,107]				

*Corrections noted in red in original.
[a] In pencil in original at this point.

PETITIONER'S EXHIBIT 583—Continued.

[The figures in brackets are stricken through in the original.]

49.

20M. 6-19-05. C. A. L. Co., 1660.

FRISCO SYSTEM

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

..... DEPARTMENT.

..... No.... ..... 190..

Continued

Statement .....Claimants

Shipments from.....

.....Consignee.....Destination.

Waters Pierce Oil Co., E. St. Louis, Ill.

Waybilled from ..... to .....
Via .....

3 sheet.

$6\frac{1}{4}$ a

Date.	W. B. K.	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.
1904. Dec. 14	882	8733	.....	R. oil.....	65,446	.....	.....	.....	.....
					*589				
	883	8576	.....	"	64[864]	*M S 232*			
	884	8989	.....	.....	64,928	.....	.....	.....	.....
	885	9607	.....	.....	66,157	.....	.....	.....	.....
					[261,395]				
					*261,120				
				RECAP.	*2,285,926				
				Sheet #1.....	[2,236,321]				
					*335				
				2.....	2,099[107]				
					*120				
				3.....	261[395]				
					[4,596,823]				
					*4,646,381	at $6\frac{1}{4}$			

*Corrections, noted in red in original.
a In pencil in original at this point.

PETITIONER'S EXHIBIT 583—Continued.

49.

20M. 6-19-05. C. A. L. Co., 1660.

FRISCO SYSTEM

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

LOCAL DEPARTMENT.

..... No.... DEC. , 190..

Statement .....Claimants

Shipments from.....

..... Consignee .....Destination.

Statement of Billing on Oil from C. T. T., Whiting, Ind. destined La Clede Gas Lt. Co., St. Louis, Mo.

Waybilled from Chgo., to East St. Louis,
Via .....

7¾ a

Date.	W. B. K.	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.
1904.									
Dec. 1	3	7957	.....	Gas oil.....	51,098	.....	.....	.....	Paid. St.L.a
	12	7410	.....	" "	50,586	.....	.....	.....	" "
2	79	2713	.....	"	39,386	.....	.....	.....	"
	80	1318	.....	"	50,291	.....	.....	.....	"
					191,361				

a In pencil on original at this point.

PETITIONER'S EXHIBIT 583—Continued.

[The figures in brackets are stricken through in original.]

49.

20M. 6-19-05. C. A. L. Co., 1660.

FRISCO SYSTEM

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

LOCAL DEPARTMENT.

------ No---- DEC. 6th, 1904.

Statement .....Claimants

Shipments from .....

.....Consignee .....Destination

Statement of Billing on Oil from C. T. T., Whiting, Ind., destined East St. Louis Gas Lt. Co., E. St. Louis, Ill.

Waybilled from ------ to ------
Via Shelbyville. Big 4. $6\frac{1}{4}$ [a]

Date.	W. B. K.	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.
1904. 6	348	5800	.....	Gas oil.....	51,866	.....	E.	st.a	Paid.

RECAPITULATION.

		2,936. 40
4,698,247 at $6\frac{1}{4}$ cwt.		[2,536. 40]
191,361 " $7\frac{1}{4}$ "		148.31
4,889,608		[2,684. 71]
		3,084. 71

W. P. O. CO.	4,646,381
La Clede Gas Lt. Co.	191,361
E. St. Louis Gas Lt. Co.	51,866
	4,889,608

C. V. Checked on Billing by S 12/19.

[a] Written in pencil on original at this point.

PETITIONER'S EXHIBIT 584.

Form U 1. 10M. 6-20-05. C. A. L. Co.

Auditor's No. 28990.

STANDARD OIL COMPANY,
Chicago.

Month of December, 1903.

TO THE CHICAGO & EASTERN ILLINOIS RAILROAD CO., DR.

If an error be found in this account, please return to Auditor for correction, otherwise remit check to order of the Company, quoting Audit No. shown above.

Dept. No.....

1903. Dec. 22	For freight charges on oil billed prepaid to East St. Louis, Illinois, from Decm. 1st to 14th, inclusive, but which have not been prepaid and arecollectible from your company as per agreement—statement attached: 74,554 lbs. @ 6¼¢ per cwt.....	$46.60
F. J. L.	Freight earnings, foreign.	

Correct:

Approved:
J. J. D.
Audited:

Auditor.

.....190..

Received forty-six and 60/100 dollars in full for above account, ...

$46.60 ....

PETITIONER'S EXHIBIT 584, SHEET 2.

49.

[The figure inclosed in brackets are stricken through in the original.]

20M. 6-19-05. C. A. L. Co., 1660.

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

LOCAL FREIGHT DEPARTMENT.

------No---- CHGO., *Dec. 15th, 1903.*

Statement ----------Claimants

Shipments from ----------

----------Consignee----------Destination

Billing covering oil shipments from Whiting, Ind., destined to Standard Oil Company, E. St. Louis, on which chgs will be collected by Mr. C. W. Hillard, Treas., per Wm. Campbell letter 9/22 #1871.

Waybilled from Dolton Jct., to E. St. Louis,
Via C. C. C. & St. L., Shelbyville.

1903.	Date.	W. B. K.	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
12	9	7	4669	UTL...	Oil.....	32,768	....	Freight Paid.	....	.....	....	.....	....	[3]

RECAPITULATION.

Oil..... 41,786
32,768

74,554 6½ $46.60

PETITIONER'S EXHIBIT 584, SHEET 3.

49.

20M. 6-19-05. C. A. L. Co., 1660.

FRISCO SYSTEM.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

LOCAL FREIGHT DEPARTMENT.

.....No.... CHGO., *Dec. 15th, 1903.*

Statement.....Claimants.

Shipments from .....

.....Consignee.....Destination.

Billing covering oil shipments from Whiting, Ind., destined to E. St. Louis Gas Lt. Co., E. St. Louis, on which charges will be collected by Mr. C. W. Hillard, Treas., per Wm. Campbell letter 9/22/02 #1871.

Waybilled from Dolton Jct. to E. St. Louis
Via C. C. C. & St. L. Shelbyville.

1903.	Date.	W.B.K	Car. No.	Car. Initial.	Articles.	Weight.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
12	9	6	6,098	UTL...	Oil.....	41,786	....	Freight Paid.	....	.....	....	.....	....	.....

PETITIONER'S EXHIBIT 585.

Destination.	Number of cars.	Weight.	Rate per 100 lbs. based on Evansville combination.			Rate per 100 lbs. based on Grand Junction combination.			Charge at Evansville rate combination.	Charge at Grand Junction rate combination.	Difference.	
			To Evansville.	From Evansville.	Through.	To Grand Junction.	From Grand Junction.	Through.			In cents per 100 lbs.	Total.
Aiken, S. C	1	39,059	11	42.5	53.5	13	33.7	46.7	$208.96	$182.40	6.8	$26.56
Alton Park, Tenn	2	71,968	11	28.5	39.5	13	12.9	25.9	284.27	186.40	13.6	97.87
Americus, Ga	1	39,213	11	50.0	61.0	13	36.8	49.8	239.20	198.28	11.2	43.92
Anderson, S. C	1	51,846	11	49.5	60.5	13	41.4	54.4	313.67	282.04	6.1	31.63
Anniston, Ala	6	340,401	11	33.0	44.0	13	20.3	33.3	1,497.76	1,133.53	10.7	364.23
Athens, Ga	2	105,152	11	33.0	44.0	13	23.5	36.5	462.66	383.30	7.5	78.86
Atlanta, Ga	50	2,322,809	11	33.0	44.0	13	20.2	33.2	10,220.36	7,711.73	10.8	2,508.63
Augusta, Ga	5	252,524	11	33.0	44.0	13	23.5	36.5	1,111.11	921.71	7.5	189.40
Barnesville, Ga	2	78,189	11	49.0	60.0	13	39.3	52.3	409.13	408.93	7.7	60.20
Bessemer, Ala	7	358,932	11	33.0	44.0	13	16.5	29.5	1,579.30	1,058.85	14.5	520.45
Birmingham, Ala	42	2,247,955	11	33.0	44.0	13	16.5	29.5	9,891.00	6,631.47	14.5	3,259.53
Blocton, Ala	4	178,041	11	45.0	56.0	13	34.5	47.5	997.02	845.69	8.5	151.33
Blossburg, Ala	1	39,155	11	36.0	47.0	13	17.5	30.5	184.02	119.42	16.5	64.60
Bremen, Ga	1	40,760	11	49.0	60.0	13	36.3	49.3	244.56	200.95	10.7	43.61
Carrollton, Ga	2	217,190	11	51.0	62.0	13	36.3	51.3	726.57	601.18	10.7	125.39
Cartersville, Ga	1	64,768	11	33.0	44.0	13	20.2	33.2	284.98	215.03	10.8	69.95
Cedartown, Ga	1	39,462	11	46.0	57.0	13	30.8	43.8	224.93	172.84	13.2	52.09
Cedartown, Ga	1	65,478	11	33.0	44.0	13	20.2	33.2	288.10	217.39	10.8	70.71
Chattanooga, Tenn	30	1,482,382	11	28.5	39.5	13	12.9	25.9	5,855.41	3,839.37	13.6	2,016.04
Cleveland, Tenn	1	65,408	11	40.5	51.5	13	25.25	38.25	336.85	250.19	13.25	86.66
Coal Creek, Tenn	2	116,071	11	35.5	46.5	13	28.0	41.0	539.73	475.89	5.5	63.84
Collinsville, Ala	1	64,589	11	33.0	44.0	13	24.3	37.3	284.19	240.92	6.7	43.27
Columbus, Ga	3	146,433	11	33.0	44.0	13	23.4	36.4	644.31	533.02	7.6	111.29
Corinth, Miss	3	120,633	11	32.0	43.0	13	15.0	28.0	518.72	337.77	15.0	180.95
Dalton, Ga	3	143,821	11	33.0	44.0	13	20.2	33.2	632.81	477.48	10.8	155.33
Dawson, Ga	1	39,130	11	47.0	58.0	13	37.0	50.0	226.95	195.65	8.0	31.30
Decatur, Ala	6	376,793	11	30.0	41.0	13	13.6	26.6	1,544.85	1,002.27	14.4	542.58
Dublin, Ga	1	39,014	11	50.0	61.0	13	36.0	49.0	237.98	191.17	12.0	46.81
Durham, Ga	1	24,000	11	39.5	50.5	13	23.9	36.9	121.20	88.56	13.6	32.64
Eastman, Ga	1	38,675	11	51.0	62.0	13	40.2	53.2	239.78	205.75	8.8	34.03
Elberton, Ga	1	32,512	11	33.0	44.0	13	24.7	37.7	143.05	122.57	6.3	20.48
Ensley, Ala	1	84,211	11	33.0	44.0	13	16.5	29.5	370.53	248.42	14.5	122.11
Eufaula, Ala	2	78,330	11	33.0	44.0	13	24.3	37.3	344.65	292.17	6.7	52.48
Eutaw, Ala	1	50,574	11	42.0	53.0	13	32.1	45.1	268.04	228.09	7.9	39.95
Florence, Ala	7	391,973	11	30.0	41.0	13	13.6	26.6	1,607.09	1,042.65	14.4	564.44
Gadsden, Ala	8	383,397	11	33.0	44.0	13	20.3	33.3	1,695.74	1,283.37	10.7	412.37
Gainesville, Ga	1	24,065	11	45.5	56.5	13	38.2	51.2	135.97	123.22	5.3	12.75
Greensboro, Ala	1	51,629	11	53.0	64.0	13	42.5	55.5	330.42	286.54	8.5	43.88
Greenville, S. C	3	168,832	11	49.5	60.5	13	39.1	52.1	1,021.43	879.61	8.4	141.82
Greenwood, S. C	1	51,309	11	49.0	60.0	13	41.4	54.4	307.85	279.12	5.6	28.73
Harriman, Tenn	4	241,108	11	28.5	39.5	13	18.3	31.3	952.37	754.66	8.2	197.71

Hawkinsville, Ga	1	41,978	11	50.0	61.0	13	36.0	49.0	256.06	205.69	12.0	50.37
Huntsville, Ala	2	97,728	11	30.0	41.0	13	13.6	26.6	400.68	259.96	14.4	140.72
Jackson, Ga	1	39,292	11	48.0	59.0	13	35.6	48.6	231.82	190.96	10.4	40.86
Jasper, Ala	1	39,027	11	38.0	49.0	13	26.0	39.0	191.23	152.20	10.0	39.03
Knoxville, Tenn	20	1,024,996	11	32.5	43.5	13	21.8	34.8	4,458.72	3,566.99	8.7	891.74
LaGrange, Ga	2	104,934	11	47.0	58.0	13	34.8	47.8	608.62	501.59	10.2	107.03
Laurens, S. C	1	51,046	11	49.5	60.5	13	41.4	54.4	308.83	277.69	6.1	31.14
Livingston, Ala	2	115,955	11	43.5	54.5	13	31.7	44.7	631.95	518.32	9.8	113.63
Macon, Ga	17	801,331	11	33.0	44.0	13	22.2	35.2	3,525.86	2,820.69	8.8	703.17
Madison, Ga	1	39,213	11	48.0	59.0	13	35.2	48.2	231.36	189.01	10.5	42.35
Marion, Ala	2	115,757	11	49.0	60.0	13	38.5	51.5	694.53	596.14	8.5	98.39
Meridian, Miss	7	346,956	11	37.0	48.0	13	25.2	38.2	1,674.99	1,333.02	9.8	341.97
Opelika, Ala	3	181,950	11	33.0	44.0	13	23.4	36.4	800.62	662.33	7.6	138.29
Pelzer, S. C	3	95,090	11	49.5	60.5	13	41.4	54.4	575.29	517.29	6.1	58.00
Pratt City, Ala	6	307,264	11	33.0	44.0	13	16.5	29.5	1,351.96	906.43	14.5	445.53
Rome, Ga	6	354,858	11	33.0	44.0	13	20.2	33.2	1,561.37	1,178.12	10.8	383.25
Selma, Ala	6	275,373	11	33.0	44.0	13	22.5	35.5	1,211.64	977.58	8.5	234.06
Seneca, S. C	1	50,470	11	49.5	60.5	13	38.4	51.4	305.34	259.41	9.1	45.93
Social Circle, Ga	1	51,866	11	46.0	57.0	13	33.2	46.2	295.64	239.62	10.8	56.02
Spartansburg, S. C	3	154,112	11	49.5	60.5	13	39.1	52.1	932.37	802.92	8.4	129.45
Talladega, Ala	1	77,850	11	33.0	44.0	13	21.9	34.9	342.54	271.70	9.1	70.84
Thomas, Ala	1	29,062	11	33.0	44.0	13	23.4	36.4	127.87	105.79	7.6	22.08
Troy, Ala	1	36,864	11	52.5	63.5	13	42.2	55.2	234.09	203.49	8.3	30.60
Tuscaloosa, Ala	5	232,325	11	33.0	44.0	13	27.6	40.6	1,022.23	943.24	3.4	78.99
Union, S. C	2	88,052	11	49.5	60.5	13	41.4	54.4	532.71	479.00	6.1	53.71
Union Springs, Ala	1	77,152	11	49.0	60.0	13	40.3	53.3	462.91	411.22	6.7	51.69
Uniontown, Ala	1	77,177	11	49.0	60.0	13	38.5	51.5	463.06	397.46	8.5	65.60
Washington, Ga	1	52,499	11	33.0	44.0	13	24.7	37.7	230.99	197.92	6.3	33.07
Waverly Hall, Ga	1	39,450	11	47.0	58.0	13	37.9	50.9	228.81	200.80	7.1	28.01
Waynesboro, Ga	1	39,008	11	47.0	58.0	13	37.5	50.5	226.25	196.99	7.5	29.26
Total	314	15,710,436							71,707.87	54,410.67		17,297.20

SUMMARY.

Amount of freight charges computed at Evansville rate combination	$71,707.87
Amount of freight actually charged	54,410.67
Difference	17,297.20
Average rate, per car, based on Evansville combination	228.37
Average rate actually charged, per car	173.28
Average difference, per car	55.09
Average rate, per 100 pounds, in cents, based on Evansville combination	.4564
Average rate actually charged, per 100 pounds, in cents	.3463
Average difference, per 100 pounds, in cents	.1101
Average weight, per car, in pounds	50,033

PETITIONER'S EXHIBIT 586.

Comparison of rates on petroleum and petroleum products, carloads, from Pittsburg, Pa., Cleveland and Toledo, Ohio, and Whiting, Ind., to southern points, showing the short line mileage, and the actual distances via Grand Junction, when shipments were forwarded via Grand Junction. (Rates in effect in December, 1904.)

From—	Tennessee.																	
	To Chattanooga.		To Cleveland.		To Coal Creek.		To Harriman.		To Knoxville.		To Memphis.		To Nashville.		To Petros.			
	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).
Pittsburg, Pa	651	47.	680	59	564	50	572	46	604	47	807	30.5	614	34.5	591	49	.....	.....
Cleveland, Ohio	582	43.5	611	55.5	495	46.5	503	42.5	535	43.5	729	27	545	29.5	522	45.5	.....	.....
Toledo, Ohio	549	43.	578	55	462	46	470	42	502	43	660	26.5	512	27	489	45	.....	.....
Whiting, Ind. (tariff rate short line mileage)	595	39.5	624	51.5	533	42.5	529	38.5	572	39.5	528	18	444	23	548	41.5	.....	.....
Whiting, Ind. (rate charged, distance transported)	849	25.9	878	38.25	991	41	1,011	31.3	960	34.8	643	15	444	20.25	1,030	36.8	.....	.....

	North Carolina.																	
	To Asheville.		To Raleigh.		To Wilmington.													
	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).
Pittsburg, Pa	733	57.5	574	41.5	663	31.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Ohio	664	57.5	709	49	798	46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Ohio	631	57	822	48.5	911	45.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whiting, Ind. (tariff rate, short line mileage)	701	53.5	912	45	1,034	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whiting, Ind. (rate charged, distance transported)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	South Carolina.																	
	To Aiken.		To Charleston.		To Columbia.		To Greenville.		To Laurens.		To Pelzer.		To Seneca.		To Spartanburg.		To Union.	
	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).
Pittsburg, Pa	860	56.5	814	34.5	778	53.5	789	60.5	796	60.5	806	59.5	829	60.5	758	60.5	786	59.5
Cleveland, Ohio	885	57.5	949	51	828	50	765	60.5	772	60.5	782	60.5	805	60.5	734	60.5	762	60.5
Toledo, Ohio	852	57	924	50.5	795	49.5	732	60	739	60	749	60	772	60	701	60	729	60
Whiting, Ind. (tariff rate, short line mileage)	921	53.5	994	47	865	46	802	56.5	809	56.5	819	56.5	842	56.5	771	56.5	799	56.5
Whiting, Ind. (rate charged, distance transported)	1,383	46.7	.....	44.25	1,289	42.2	1,164	52.1	1,233	54.4	1,181	54.4	1,124	51.4	1,195	52.1	1,223	54.4

	Georgia.																					
	To Albany.		To Americus.		To Athens.		To Atlanta.		To Augusta.		To Barnesville.		To Brunswick.		To Columbus.		To Dalton.	
Pittsburg, Pa	972	57	936	60	862	51.5	789	51.5	860	39	851	67.5	1,007	52.5	906	51.5	689	51.5
Cleveland, Ohio	903	65	867	65	793	48	720	48	868	48	782	64	995	51	837	48	620	48
Toledo, Ohio	870	64.5	834	64.5	760	47.5	687	47.5	835	47.5	749	63.5	962	50.5	804	47.5	587	47.5
Whiting, Ind. (tariff rate, short line mileage)	909	61	873	61	806	44	733	44	904	44	795	60	1,008	47	809	44	633	44
Whiting, Ind. (rate charged, distance transported)	1,198	49.8	1,179	49.8	1,108	36.5	1,003	33.2	1,391	36.5	1,065	52.3	.....	44.25	1,120	36.4	889	33.2

	To Gainesville.		To Jackson.		To La Grange.		To Macon.		To Rome.		To Savannah.		To Valdosta.		To Washington.			
Pittsburg, Pa	843	60	835	66.5	860	65.5	877	51.5	729	51.5	920	36.5	1,029	51	920	51.5	.....	.....
Cleveland, Ohio	774	60.5	766	63	791	62	808	48	660	48	980	51	960	68	851	48	.....	.....
Toledo, Ohio	741	60	733	62.5	758	61.5	775	47.5	627	47.5	947	50.5	927	67.5	818	47.5	.....	.....
Whiting, Ind. (tariff rate, short line mileage)	787	56.5	779	59	804	58	821	44	673	44	993	47	973	64	864	44	.....	.....
Whiting, Ind. (rate charged, distance transported)	1,057	51.2	1,049	48.6	1,074	47.8	1,091	35.2	929	33.2	.....	44.25	.....	61.25	1,134	37.7	.....	.....

	Alabama.																	
	To Anniston.		To Bessemer.		To Birmingham.		To Decatur.		To Eufaula.		To Florence.		To Gadsden.		To Huntsville.		To Marion.	
Pittsburg, Pa	758	51.5	805	51.5	794	51.5	735	48.5	969	51.5	740	48.5	743	51.5	745	48.5	915	67.5
Cleveland, Ohio	689	48	736	48	725	48	666	45	900	48	671	45	674	48	676	45	846	64
Toledo, Ohio	656	47.5	703	47.5	692	47.5	633	44.5	867	47.5	638	44.5	641	47.5	643	44.5	813	63.5
Whiting, Ind. (tariff rate, short line mileage)	677	44	667	44	651	44	565	41	826	44	570	41	648	44	575	41	761	60
Whiting, Ind. (rate charged, distance transported)	890	33.3	831	29.5	820	29.5	727	26.6	1,235	37.3	692	26.6	941	33.3	752	26.6	949	51.5

	To Mobile.		To Montgomery.		To Opelika.		To Pratt City.		To Selma.		To Tuscaloosa.							
Pittsburg, Pa	1,070	36.5	890	51.5	883	51.5	799	51.5	897	51.5	850	51.5	.....	.....	.....	.....	.....	.....
Cleveland, Ohio	1,001	33	821	48	814	48	730	48	828	48	781	48	.....	.....	.....	.....	.....	.....
Toledo, Ohio	968	32.5	788	47.5	781	47.5	697	47.5	795	47.5	748	47.5	.....	.....	.....	.....	.....	.....
Whiting, Ind. (tariff rate, short line mileage)	857	23	747	44	780	44	656	44	754	44	707	44	.....	.....	.....	.....	.....	.....
Whiting, Ind. (rate charged, distance transported)	.....	.....	.....	41.25	1,112	36.4	825	29.5	923	37	1,048	40.6	.....	.....	.....	.....	.....	.....

PETITIONER'S EXHIBIT 586—Continued.

Comparison of rates on petroleum and petroleum products, carloads, from Pittsburg, Pa., Cleveland and Toledo, Ohio, and Whiting, Ind., to southern points, showing the short line mileage, and the actual distances via Grand Junction, when shipments were forwarded via Grand Junction. (Rates in effect in December, 1904)—Continued.

From—	Mississippi and Louisiana.																			
	To Corinth.		To Greenville.		To Grenada.		To Jackson.		To Meridian.		To Natchez.		To Vicksburg.		To Baton Rouge.		To New Orleans.	
	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).	Distance (miles).	Rates per 100 lbs. (cents).
Pittsburg, Pa	796	50.5	958	36.5	880	53.5	992	57.5	947	57.5	1,090	36.5	1,020	36.5	1,160	36.5	1,143	36.5
Cleveland, Ohio	724	47	880	33	811	50	923	54	878	54	1,021	33	949	33	1,090	33	1,074	33
Toledo, Ohio	655	46.5	811	32.5	750	49.5	862	53.5	845	53.5	957	32.5	880	32.5	1,026	32.5	1,041	32.5
Whiting, Ind. (tariff rate, short line mileage)	529	43	678	23	617	46	729	44	722	45	824	23	748	23	893	23	912	23
Whiting, Ind. (rate charged, distance transported)	632	28	.....	.....	.....	43.25	.....	.....	973	38.2	.....	.....	.....	.....	.....	.....	.....	.....

NOTE: Distances shown from Whiting, Indiana are Chicago distances.

PETITIONER'S EXHIBIT 586—SHEET 2.

Table of rates on petroleum and petroleum products, carloads, effective December, 1904, with references to tariffs, showing how through rates are arrived at.

From	Evansville.		Louisville.		Cincinnati.		Lexington.		Whiting.		Toledo.		Cleveland.		Pittsburg.		Parkersburg.		Marietta.	
To—	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.	Rate.	Note.
Evansville, Ind.									11	F	15	I	17½	J	22½	K	17½	M	17½	N
Louisville, Ky.											14½	I	15	J	19	K	12½	M	12½	N
Cincinnati, O.									11	F	10	I	10½	J	14	K	9	M	9	N
Lexington, Ky.																	9	L		
Chattanooga, Tenn.	28½	A	28½	D	33	D	28½	C	39½	P	43	R	43½	R	47	E	37½	S	41	Q
Cleveland, "	40½	A	40½	D	45	D	40½	C	51½	P	55	R	55½	R	59	E	49½	S	53	Q
Coal Creek, "	35½	A	31½	D	36	D	31½	C	42½	Q	46	R	46½	R	50	E	40½	S	44	Q
Harriman, "			27½	A	32	A	27½	A	38½	Q	42	R	42½	R	46	R	36½	S	40	Q
Knoxville, "	32½	A	28½	D	33	D	28½	C	39½	Q	43	R	43½	R	47	E	37½	S	41	Q
Memphis, "	12	A	12	D	16½	D	12	C	18	H	26½	R	27	R	30½	R	21	S	24½	Q
Nashville, "	12	B	16	D	20½	D	20½	C	23	P	27	P	29½	P	34½	R	28½	Q	28½	Q
Petros, "			30½	A	35	A	30½	A	41½	Q	45	R	45½	R	49	R	39½	S	43	Q
Asheville, N. C.	40½	A	42½	D	47	D	42½	C	53½	Q	57	R	57½	R	57½	E	51½	S	55	Q
Charlotte, "	38	A	34	D	38½	D	34	C	45	Q	48½	R	49	R	45½	E	43	S	46½	Q
Greensboro, "	38	A	34	D	38½	D	34	C	45	Q	48½	R	49	R	41½	E	43	S	46½	Q
Raleigh, "	38	A	34	D	38½	D	34	C	45	Q	48½	R	49	R	41½	E	43	S	46½	Q
Wilmington, "	35	B	31	D	35½	D	31	C	42	Q	45½	R	46	R	31½	E	40	S	43½	Q
Aiken, S. C.	42½	A	42½	D	47	D	42½	C	53½	P	57	R	57½	R	56½	E	51½	S	55	Q
Charleston, "	36	A	36	D	40½	D	36	C	47	P	50½	R	51	R	34½	E	35½	O	48½	Q
Columbia, "	39	A	35	D	39½	D	35	C	46	Q	49½	R	50	R	53½	E	44	S	47½	Q
Greenville, "	49½	A	45½	D	50	D	45½	C	56½	Q	60	R	60½	R	60½	E	54½	S	58	Q
Laurens, "	49½	A	45½	D	50	D	45½	C	56½	Q	60	R	60½	R	60½	E	54½	S	58	Q
Pelzer, "	49½	A	45½	D	50	D	45½	C	56½	Q	60	R	60½	R	59½	E	54½	S	58	Q
Seneca, "	49½	A	45½	D	50	D	45½	C	56½	Q	60	R	60½	R	60½	E	54½	S	58	Q
Spartanburg, "	49½	A	45½	D	50	D	45½	C	56½	Q	60	R	60½	R	60½	E	54½	S	58	Q
Union, "	49½	A	45½	D	50	D	45½	C	56½	Q	60	R	60½	R	59½	E	54½	S	58	Q
Albany, Ga.	50	A	50	D	54½	D	50	C	61	P	64½	R	65	R	57	E	59	S	62½	Q
Americus, "	50	A	50	D	54½	D	50	C	61	P	64½	R	65	R	60	E	59	S	62½	Q
Athens, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½	Q
Atlanta, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½	Q
Augusta, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	39	E	42	S	45½	Q
Barnesville, "	49	A	49	D	53½	D	49	C	60	P	63½	R	64	R	67½	E	58	S	61½	Q
Brunswick, "	36	A	36	D	40½	D	36	C	47	P	50½	R	51	R	52½	E	45	S	48½	Q
Columbus, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½	Q
Dalton, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½	Q
Gainesville, "	45½	A	45½	D	50	D	45½	C	56½	P	60	R	60½	R	60	E	54½	S	58	Q
Jackson, "	48	A	48	D	52½	D	48	C	59	P	62½	R	63	R	66½	E	57	S	60½	Q
Lagrange, "	47	A	47	D	51½	D	47	C	58	P	61½	R	62	R	65½	E	56	S	59½	Q
Macon, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½	Q
Marietta, "	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½	Q

Rome	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Savannah	"	36	A	36	D	40½	D	36	C	47	P	50½	R	51	R	36½	E	39½	O	42½				
Valdosta	"	53	A	53	D	57½	D	53	C	64	P	67½	R	68	R	51	E	62	S	65½				
Washington	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Anniston	Ala.	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Bessemer	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Birmingham	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Decatur	"	30	A	30	D	34½	D	30	C	41	P	44½	R	45	R	48½	E	39	S	42½				
Eufaula	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Florence	"	30	A	30	D	34½	D	30	C	41	P	44½	R	45	R	48½	E	39	S	42½				
Gadsden	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Huntsville	"	30	A	30	D	34½	D	30	C	41	P	44½	R	45	R	48½	E	39	S	42½				
Marion	"	49	A	49	D	53½	D	49	C	60	P	63½	R	64	R	67½	E	58	S	61½				
Mobile	"	18	A	18	D	22½	D	18	C	23	H	32½	R	33	R	36½	E	27	S	30½				
Montgomery	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Opelika	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Pratt City	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Selma	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Tuscaloosa	"	33	A	33	D	37½	D	33	C	44	P	47½	R	48	R	51½	E	42	S	45½				
Corinth	Miss.	32	A	32	D	36½	D	32	C	43	P	46½	R	47	R	50½	E	41	S	44½				
Greenville	"	18	A	18	D	22½	D	18	C	23	H	32½	R	33	R	36½	E	27	S	30½				
Grenada	"	35	A	35	D	39½	D	35	C	46	P	49½	R	50	R	53½	E	44	S	47½				
Jackson	"	37	A	39	D	43½	D	39	C	*45	G	53½	R	54	R	57½	E	48	S	51½				
Meridian	"	37	A	39	D	43½	D	39	C	45	G	53½	R	54	R	57½	E	48	S	51½				
Natchez	"	18	A	18	D	22½	D	18	C	23	H	32½	R	33	R	36½	E	27	S	30½				
Vicksburg	"	18	A	18	D	22½	D	18	C	23	H	32½	R	33	R	36½	E	27	S	30½				
Baton Rouge	La.	18	B	18	D	22½	D	18	C	23	H	32½	R	33	R	36½	E	27	S	30½				
New Orleans	"	18	A	18	D	22½	D	18	C	23	H	32½	R	33	R	36½	E	27	S	30½				

*Illinois Central R. R. named rate of 44¢ per 100 lbs. C. & E. I. R. R. also publish 44¢. See I. C. C. No. 372, effective January 15, 1898.

REFERENCE TO TARIFFS WHICH PROVIDE FOR THE RATES NAMED AS INDICATED IN COLUMN HEADED: "NOTE," REMARKS, ETC.

A. Southern Ry. tariff, I. C. C. No. 9028, effective November 15, 1904. Cancelled by I. C. C. No. 10552, effective December 5, 1906.
B. Louisville & Nashville R. R. tariff, I. C. C. No. A-6597, effective May 15, 1904. Cancelled by I. C. C. No. A-8612, effective November 11, 1906.
C. Louisville & Nashville R. R. tariff, I. C. C. No. A-6596, effective June 1, 1904. Cancelled by I. C. C. No. A-8612, effective November 11, 1906.
D. Louisville & Nashville R. R. tariff, I. C. C. No. A-6825, effective July 27, 1904. Cancelled by I. C. C. No. A-8612, effective November 11, 1906.
E. Atlantic Coast Despatch tariff, I. C. C. No. M-1094, effective July 20, 1904. Cancelled by I. C. C. M-1312, July 5, 1906.
F. Chicago & Ohio River committee tariff, I. C. C. No. 101.
G. Mississippi Valley tariff, I. C. C. B-60.
H. Mississippi Valley tariff, I. C. C. B-63.
I. Cincinnati, Hamilton & Dayton Ry. tariff, I. C. C. 1284, effective August 23, 1904. Cancelled by I. C. C. 1708, effective January 6, 1907.
J. Cleveland, Cincinnati, Chicago & St. Louis Ry. tariff, I. C. C. 1275, effective January 1, 1900. Cancelled by I. C. C. 2803, August 16, 1906.
K. Pittsburg, Cincinnati, Chicago & St. Louis Ry. tariff, I. C. C. M-547, issued October 15, 1903. Cancelled by I. C. C. M-1312, effective July 5, 1906.
L. Baltimore & Ohio R. R. tariff, I. C. C. 3840, effective November 21, 1902. Cancelled by I. C. C. 5019, January 14, 1905.
M. Baltimore & Ohio R. R. tariff, I. C. C. 4337, effective February 1, 1904. Cancelled by I. C. C. 5308, effective August 8, 1905.
N. Baltimore & Ohio R. R. tariff, I. C. C. 4856, effective October 1, 1904. Cancelled December 31, 1906.
O. Queen & Crescent tariff, I. C. C. 2570, effective August 20, 1904. Cancelled by I. C. C. 2848, February 23, 1905.
P. Combination of rates to and from Evansville.
Q. Combination of rates to and from Louisville.
R. Combination of rates to and from Cincinnati.
S. Combination of rates to and from Lexington.

PETITIONER'S EXHIBIT 587.

Table of rates on petroleum and its products, carloads, from Chicago, Toledo, Cleveland and Pittsburgh to Pacific coast terminal points—San Francisco, Sacramento, Marysville, San Jose, Oakland, Los Angeles, and San Diego, showing the changes in rate from March, 1888, to May, 1907.

Dates effective.	Rates in cents per hundred pounds.				Reference to Trans-Continental Association tariffs.
	From Chicago.	From Toledo.	From Cleveland.	From Pittsburg.	
March 6, 1888	68	.....	.....	.....	No. 6, effective March 6, 1888.
September 1, 1888	82½	82½	82½	82½	No. 8, effective September 1, 1888.
January 1, 1889	125	125	125	125	No. 18, effective January 1, 1889.
May 23, 1889	90	90	90	90	Supplement No. 5, effective May 23, 1889.
August 29, 1889	125	125	125	125	Supplement No. 9, effective August 29, 1889.
March 10, 1890	90	90	90	90	Supplement No. 3 C to Tariff No. 2, effective March 10, 1890.
June 4, 1890	125	125	125	125	Supplement No. 3 H to Tariff No. 2, effective June 4, 1890.
March 2, 1891	78½	87½	96	96	Supplement No. 2 to Tariff No. 3, effective March 2, 1891.
December 5, 1892	78½	88½	96	96	Supplement No. 5 to Tariff No. 3, effective December 5, 1892.
July 16, 1894	78½	88½	91	96	See reference below (note 1).
January 2, 1900	78½	90½	93	98	See reference below (note 2).
December 21, 1906	78½	90½	93	98	S. R. 913, effective Dec. 21, 1906.
January 3, 1907	78½	90	92	94½	S. R. 920, effective Jan. 3, 1907.
May 29, 1907	90	90	90	90	S. R. 953, effective May 29, 1907.

NOTE 1.—The rates from Toledo, Cleveland, and Pittsburgh were made by combination of rates to and from Chicago, the published rate from Chicago was 78½c., and the rates to Chicago were: From Toledo, 10c.; from Cleveland, 12½c.; from Pittsburgh, 17½c.

NOTE 2.—The rates from Toledo, Cleveland, and Pittsburgh were made by combination of rates to and from Chicago; the published rate from Chicago was 78½c., and the rates to Chicago were: From Toledo, 12c.; from Cleveland, 14½c.; from Pittsburgh, 19½c.

The publishing of through rates, excepting from Chicago, was discontinued July 16, 1894, after which date, until December 21, 1906, when the publication of through rates was resumed, rates from all points east of Chicago were made by adding the local rate to Chicago to the published rate of 78½c. from Chicago.

The above table does not give reference to all the tariffs published during the period covered, but shows all the changes that were made, a number of the tariffs making no changes in the rates on petroleum and its products in carloads.

DECEMBER 2, 1907.

PETITIONER'S EXHIBIT 588.

Table of rates on petroleum and its products, carloads, from Cleveland, Ohio, and Oil City, Pa., to Mississippi River points, showing the changes in rates from February 1888, to January, 1907.

From / To—	Rates in cents per hundred pounds, except as noted.											
	From Cleveland, Ohio.							From Oil City, Pa.				
	Feb. 1, 1888.											
	In bbls. (per bbl.).	In tanks (per bbl.).	Sept. 3, 1888.	Sept. 17, 1888.	Oct. 21, 1889.	Jan. 2, 1900.	Jan. 1, 1907.	Sept. 3, 1888.	Sept. 17, 1888.	Oct. 21, 1889.	Jan. 2, 1900.	Jan. 1, 1907.
East Dubuque, Ill.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Dubuque, Ia.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Clinton, Ia.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Davenport, Ia.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Rock Island, Ill.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
East Burlington, Ill.	66	50½	16½	18	27½	29½	20	21	22½	32½	34½	23
Burlington, Ia.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Ft. Madison, Ia.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Keokuk, Ia.	74	57	18½	20	27½	29½	23	23	24½	32½	34½	26
Quincy, Ill.	66	50½	16½	18	27½	29½	18	21	22½	32½	34½	20½
Hannibal, Mo.	74	57	18½	20	27½	29½	18	23	24½	32½	34½	20½
Keithsburg, Ill.	66	50½	16½	18	27½	29½	20	21	22½	32½	34½	23
Rockford, Ill.	66	50½	16½	18	27½	29½	17½	21	22½	32½	34½	20

COPY BOUND CLOSE IN CENTER

PETITIONER'S EXHIBIT 589.

Auth'y T–1818.

CHICAGO & EASTERN ILLINOIS RAILROAD

And operating

CHICAGO & INDIANA COAL RAILWAY.

G. F. D. No. 5346

Canceling G. F. D. No. 5038

CHICAGO & CALUMET TERMINAL RAILWAY

and

EVANSVILLE & TERRE HAUTE RAILROAD

Rate on

Oil, carloads

(in tank cars)

From

Whiting, Ind.

To

Evansville, Ind. (proper)
Vincennes "

8¼ cents per 100 pounds.

This rate applies only from C. & C. T. tracks at Whiting, and must not be used for points beyond Evansville.

Issued April 22, 1892. Effective May 2, 1892.

C. J. GRAMMER,
Traffic manager.

L. RUSH BROCKENBROUGH,
Gen'l Freight Agent, Chicago, Ill.

H. E. FELTON,
Asst. General Freight Agt.

Distribution List
No. 11074

(Stamp.)

Canceled
By Cancellation 282
Effective 10/12/97.

PETITIONER'S EXHIBIT 590.

CHICAGO & EASTERN ILLINOIS RAILROAD
Freight department
In connection with
CHICAGO TERMINAL TRANSFER RAILROAD CO.
EVANSVILLE & TERRE HAUTE RAILROAD.
G. F. D. No. 10207
Canceling G. F. D. No. 10167
Effective October 27th, 1897
Joint Freight Tariff
Applying on
Petroleum and its Products, C. L.
In tank cars or barrels
Minimum weight; when in tanks, capacity of tank; barrels, 24,000 pounds.
From
Whiting, Ind.
to
Evansville, Ind. (proper)
Vincennes, "
8.25 cents per 100 pounds.

Above rate applies only from C. T. T. R. R. tracks at Whiting.

Divisions.

Arbitrary (switching)	.75	
C. & E. I. 62% of 7.5	4.65	
		5.40 cents.
E. & T. H. 38% of 7.5	2.85	"
Through	8.25	"

Agent Dolton will waybill to Terre Haute, deducting $3.00 per car to cover C. T. T. R. R. switching, Whiting to Dolton.
Auth'y T-1818.

WM. CAMPBELL,
Gen'l Frt. Agt.,
S. J. COOKE,
Ass't Gen'l Frt. Agt., Chicago, Ill.
H. H. RHODES,
Ass't Gen'l Frt. Agt.

Distribution list
No. 21460.

(Stamp.)

Canceled
by G. F. D. 10300
Effective 12/10/97.

PETITIONER'S EXHIBIT 591.

CHICAGO & EASTERN ILLINOIS RAILROAD

Freight department

In connection with

CHICAGO TERMINAL TRANSFER RAILROAD CO.

EVANSVILLE & TERRE HAUTE RAILROAD.

G. F. D. No. 10300

Canceling G. F. D. Nos. 8551 and 10207,

Effective December 10th, 1897.

Joint Freight Tariff

Applying on

Petroleum and its Products, C. L.

In tank cars or barrels

Minimum weight; when in tanks, capacity of tank, barrels, 24,000 lbs.

From

Whiting, Ind.

to

Sullivan,	Ind.....	8.25	cents per 100 pounds.
Princeton,	"	8.25	" " " "
Mt. Vernon	"	8.25	" " " "
Washington,	"	8.25	" " " "
Petersburg,	"	11.00	" " " "
Oakland City,	"	11.00	" " " "
Vincennes,	"	8.25	" " " "
Evansville,	"	8.25	" " " "

Agent Dolton will waybill through via Terre Haute, deducting $3.00 per car to cover C. T. T. R. R. switching, Whiting to Dolton. Authy T-6154 and T-1818.

WM. CAMPBELL,
Gen'l Frt. Agt.

S. J. COOKE,
Ass't Gen'l Frt. Agt.

H. H. RHODES,
Ass't Gen'l Frt. Agt.

Distribution list
No. 21701.

(Stamp.)

Canceled
by G. F. D. 14456
Effective 4-1-01

PETITIONER'S EXHIBIT 592.

Form 2370. 5-96. D. D.

THE MISSOURI PACIFIC RAILWAY COMPANY,

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED, AND INDEPENDENT LINES.

I. C. C. No. 535.

50
Auth'y No. C. 14087.

Freight Tariff
No. I. S. 6145.
Applying on
Petroleum Oil
and its Products, Car Loads.
(Min. wt. 24,000 lbs.)
from
St. Louis, Mo.,
to
Alexandria, La.

---

25 cents per 100 pounds.

Effective July 16th, 1896.

W. C. STITH,
General Freight Agent,
St. Louis, Mo.

To I. S. C. C. July 11th, 1896.

Cancelled by I. C. C. No. 6848.
Effective 8|17|04.

(Stamp.)

Auditor's
office
Received Jul. 13, 1896.
239856
Interstate
Commerce
Commission.

PETITIONER'S EXHIBIT 593.

Form 2385. NK

THE MISSOURI PACIFIC RAILWAY COMPANY,

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED, AND INDEPENDENT LINES.

150

File No. 2934. I. C. C. No. 6848.

(Cancels I. C. C. No. 535.)

Freight Tariff No. I. S. 12336.

(Cancels No. I. S. 6145.)

Applying on

Petroleum Oil and its Products, carloads.

(Minimum weight, 24,000 pounds.)

In cents per 100 pounds.

FROM—	TO—	RATE.
St. Louis, Missouri East St. Louis, Ill.	Alexandria, Louisiana	25

The responsibility of this company as a common carrier terminates upon arrival of the property at the station or place of delivery.

Free storage will be given for forty-eight hours thereafter (exclusive of Sundays and legal holidays) at the risk of the owner. If not removed at the expiration of that time, the property will, at the option of the carrier, either be removed and stored in a public warehouse, at owner's cost and risk, or will be retained in the carrier's possession as warehouseman, subject to storage charges.

If property covered by bills of lading of this company is destined to points on other roads, the storage charge will be governed by regulations of the delivering carrier at destination.

Effective August 17th, 1904.

J. C. LINCOLN,
General Freight Agent,
St. Louis, Mo.

To I. S. C. C. August 12th, 1904.

PETITIONER'S EXHIBIT 594.

Statement showing shipments of petroleum and the products of petroleum, carloads, from St. Louis, Mo., to Alexandria, La., via the St. Louis, Iron Mountain & Southern Railway.

No. of count.	Date.	Weight.	Kind of oil.	Initials of car.	Car No.	Rate charged.	Rate named in I. C. C. 5336 and I. C. C. 1.	Difference in rate.	Amount collected per car.	Amount that would have been collected per car on 30-cent rate.	Difference per car.	Reference to billing of St. L. I. M. & So. Ry.		Destination of oil.
												Date.	W. B. No.	
	1903.											1903.		
	Dec. 8	26,880	Gasoline and petroleum oil.	M. P.	2336	25	30	5				Dec. 8	3825	Alexandria, La.
	1904.											1904.		
	Jany. 9	39,059	Petroleum oil	W. P. O	848	23.5	30	6.5	91.79	117.18	25.39	Jany. 9	2990	Alexandria, "
	Mar. 10	26,610	Petroleum oil and gasoline.	St. L. I. M. & S.	18589	25	30	5	67.49	79.83		Mar. 10	4873	Alexandria, "
	April 8	39,347	Petroleum	W. P. O	273	23.5	30	6.5	(Not computed.)			April 8	3309	Alexandria, "
	April 21	27,650	Petroleum oil	M. P.	30240	25	30	5				April 21	9016	Alexandria, "
	May 14	28,877	Petroleum oil	W. P. O	426	23.5	30	6.5				May 14	6080	Alexandria, "
	June 5	27,030	Gasoline and petroleum oil.	M. P.	22723	25	30	5				June 5	1949½	Alexandria, "
	June 7	29,107	Petroleum oil	W. P. O	334	23.5	30	6.5				June 7	2688	Alexandria, "
	July 21	27,360	Petroleum oil	M. P.	28534	25	30	5				July 21	7689	Alexandria, "
	Aug. 31	28,883	Petroleum lubricating oil.	U. T. L	7 5160	25	30	5				Aug. 31	12387	Alexandria, "
	Sept. 3	29,640	Petroleum oil and gasoline.	M. P.	5880	25	30	5				Sept. 3	1120	Alexandria, "
	Sept. 26	25,600	Petroleum oil	M. P.	12586	25	30	5				Sept. 28	15501	Alexandria, "
	Oct. 17	28,806	Petroleum oil	U. T. L	5528	23.5	30	6.5				Oct. 17	7775	Alexandria, "
	Nov. 23	42,118	Petroleum oil	U. T. L	5304	23.5	30	6.5				Nov. 23	12655	Alexandria, "
	Dec. 15	30,790	Gasoline and petroleum oil.	M. P.	19624	25	30	5				Dec. 15	7995	Alexandria, "
	Dec. 19	28,608	Oil	U. T. L	5630	23.5	30	6.5				Dec. 19	9820	Alexandria, "
	Dec. 31	64,768	Petroleum oil	U. T. L	8587	23.5	30	6.5				Dec. 31	16083	Alexandria, "
	1905.											1905.		
	Jany. 23	28,640	Petroleum lubricating oil.	U. T. L	7028	23.5	30	6.5				Jany. 23	S-108	Alexandria, "
	Feb. 15	29,120	Petroleum oil and gasoline oil.	St. L. I. M. & S.	19141	25	30	5				Feby. 15	6092	Alexandria, "
	Mar. 6	29,158	Petroleum lubricating oil.	U. T. L	5684	23.5	30	6.5				Mar. 6	2386	Alexandria, "
	June 15	25,248	Petroleum oil and gasoline.	M. P.	25949	25	30	5				June 15	6659	Alexandria, "
	July 21	25,996	Petroleum oil	St. L. I. M. & S.	13122	25	30	5				July 21	8600	Alexandria "

Aug. 23	25,600	Petroleum oil and gasoline.	M. P.....	15447	25	30	5	.....	.....	.....	Aug. 23	11281	Alexandria, "
Nov. 9	28,260	Petroleum oil and gasoline.	St. L. I. M. & S..	6830	25	30	5	.....	.....	.....	Nov. 9	4831	Alexandria, "
1906. Jany. 18	29,667	Petroleum oil and gasoline.	M. P.....	15069	25	30	5	.....	.....	.....	1906. Jany. 18	7221	Alexandria, "

PETITIONER'S EXHIBIT 595.

Statement of billing, shipments of petroleum and petroleum products, carloads, via the St. Louis, Iron Mountain and Southern Railway, from Bixby, Illinois, to Alexandria, Louisiana.

Date.	Weight.	Kind of oil.	Initials of car.	Car No.	Rate charged.	Rate under I.C.C. 5336 and I.C.C. 1.	Reference to billing of St. L. I. M. & S. Ry. Date.	Reference to billing of St. L. I. M. & S. Ry. W. B. No.	To whom consigned.	Destination.	Kind of billing.	
1904.							1904.					
July 18	29,459	Petroleum, lubricating.	U. T. L...	5439	26½	30	July 18	1471	Waters Pierce Oil Co.	Alexandria.	Original..	
Nov. 8	28,736	Petroleum, lubricating.	U. T. L...	5566	25	30	Nov. 8	64	"	Alexandria.	" ..	
" 18	65,414	Petroleum.....	U. T. L...	8728	25	30	" 18	196	"	Alexandria.	Copy*....	
1905.							1905.					
March 21	42,189	Refined.....	U. T. L...	8076	30	30	March 21	382	"	Alexandria.	Copy*....	This rate was reduced to 25c. See Claim, M. P. No. T-95205, Amount, $21.10.
" 31	28,883	Petroleum.....	U. T. L...	5160	25	30	" 31	577	"	Alexandria.	Original..	
May 5	39,194	Petroleum.....	U. T. L...	4621	25	30	May 5	107	"	Alexandria.	" ..	
" "	28,806	Petroleum.....	U. T. L...	5528	25	30	" 5	108	"	Alexandria.	" ..	
" 29	39,346	Petroleum, lubricating.	W. P. O..	273	25	30	" 29	499	"	Alexandria.	" ..	
July 6	29,261	Petroleum, lubricating.	U. T. L...	5343	25	30	July 6	91	"	Alexandria.	" ..	Car number was changed at Bixby to read U. T. L. 5343.
Aug. 14	29,062	Petroleum, lubricating.	U. T. L...	5028	25	30	Aug. 14	270	"	Alexandria.	" ..	
Sept. 16	28,736	Lubricating petroleum..	U. T. L...	5566	25	30	Sept. 16	301	"	Alexandria.	Copy*....	
Oct. 14	28,717	Lubricating petroleum..	U. T. L...	6961	30	30	Oct. 14	308	"	Alexandria.	Copy*....	This rate was reduced to 25c. See Alexandria agent's relief claim M. P. No. O-16, 026, Amount, $14.36.
Nov 18	29,100	Oil.....	U. T. L...	4924	25	30	Nov. 18	616	"	Alexandria.	Original..	
Dec. 28	28,000	Lubricating	U. T. L.	5630	25	30	Dec. 28	937	"	Alexandria.	" ..	
1906							1906					
Feb 17	28,800	Petroleum lubricating	U. T. L...	5528	25	30	Feb. 17	330	"	Alexandria.	" ..	
March 15	28,877	Petroleum lubricating	U. T. L...	5377	25	30	March 15	316	"	Alexandria.	" ..	
April 24	29,675	Petroleum lubricating.	U. T. L...	9114	25	30	April 24	566	"	Alexandria.	" ..	
May 18	77,690	Petroleum lubricating	U. T. L...	9146	25	30	May 18	960	"	Alexandria.	" ..	*Original waybills received from Mr. Davis, of Iron Mountain Ry. at Alexandria, Jan. 28, 1907.
1904.							1904					
Oct. 8	24,207	Lubricating.....	C. C. C. & St. L.	8896	30	30	Oct. 8	139	Jno. M. Lance	Alexandria	Original..	

1905.							1905.				
July 10	28,000	Lubricating	B. & O...	78461	30	30	July 10	179	Bonner Oil Co..	Alexandria.	..
Sept. 2	24,000	Lubricating	B. & O...	94839	30	30	Sept. 2	29	..	Alexandria.	Copy*....
" 14	26,800	Lubricating	B. & O...	87726	30	30	" 14	254	..	Alexandria.	Copy*....
Dec. 12	26,000	Lubricating	B. & O...	91138	25	30	Dec. 12	304	..	Alexandria.	Original..
1906.							1906.				
Feb. 25	26,000	Lubricating	C. N.....	1357	30	30	Feb. 25	494	..	Alexandria.	Copy*....

PETITIONER'S EXHIBIT 596.

Form 2370. 7-96. D. D.

THE MISSOURI PACIFIC RAILWAY COMPANY,

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED AND INDEPENDENT LINES.

150
Authy No C 14913

I. C. C., No 830

Freight Tariff

No I. S. 6413

(Cancels No. I. S. 5240)

Applying on

Petroleum oil and its products

(Min. Wt., 24,000 lbs.)

From

St. Louis Mo.

To

Alexandria, La.

---

15 cents per 100 pounds.

The above rate applies only on shipments destined to points Louisiana on So. Pac. Co. (except stations on joint track betw Alexandria and Cheneyville).

Shipments made in tank cars, when unloaded may be used return shipments of cotton seed oil.

Effective October 3rd, 1896.

W. C. STITH
Genl Frt Agent, St. Louis, Mo

To I. S. C. C. Sept. 28th, 1896.

PETITIONER'S EXHIBIT 597.

8-05-25M. Form 949—Local.

SOUTHERN PACIFIC
SUNSET
ROUTE

MORGAN'S LOUISIANA & TEXAS RAILROAD AND STEAMSHIP CO.

LOUISIANA WESTERN RAILROAD COMPANY.

TRAFFIC DEPARTMENT.

Effective at once. NEW ORLEANS, LA., *Oct. 9th, 1901.*

Local Special Number 2250.

Cancels Local Special No. 1952.

Applying on

Oil in box or tank cars.

Min. 25,000 lbs.

From

Alexandria, La.

To

Opelousas, & Lafayette	18
St. Martinsville, New Iberia	16
Jeanerette, Franklin, Morgan City	16
Schriever	14

Rates in cents per 100 pounds.

Cars may be billed to the next station in the same direction allowing two stops at an extra cost of $5.00 per stop.

Authority No. 4550.

CHAS. S. FAY,
General Freight Agent, M. L. & T. R. R. and S. S. Co. and La. W. R. R. Co., New Orleans, La.

C. W. OWEN,
Asst. General Freight Agent, M. L. & T. R. R. and S. S. Co. and La. W. R. R. Co., New Orleans, La.

Agents will post two copies of this tariff conspicuously in their depot.

PETITIONER'S EXHIBIT 598.

5-25M. Form 949—Local. 30

SOUTHERN PACIFIC
SUNSET
ROUTE

MORGAN'S LOUISIANA & TEXAS RAILROAD AND STEAMSHIP CO.

LOUISIANA WESTERN RAILROAD COMPANY.

TRAFFIC DEPARTMENT.

Effective at once. NEW ORLEANS, LA., *May 6th, 1901.*

Local Special No. 2234.

Cancels Local Special No. 2077.

Applying on

Oil Carloads.

From

Alexandria, La.

To

Crowley, La.

In Box Cars..... 25 cents per 100 lbs.
" Tank " ..... 19 cents " " "

Authority No. 4404.

La. Com.

CHAS. S. FAY,
General Freight Agent, M. L. & T. R. R. and S. S. Co. and La. W. R. R. Co., New Orleans, La.

C. W. OWEN,
Asst. General Freight Agt. M. L. & T. R. R. and S. S. Co. and La. W. R. R. Co., New Orleans, La.

Agents will post two copies of this tariff conspicuously in their depot.

PETITIONER'S EXHIBIT 599.

Statement showing shipments of petroleum and the products of petroleum, in carloads, from St. Louis, Mo., via Alexandria, to various points in Louisiana, transported by the St. Louis, Iron Mountain and Southern, Morgan's Louisiana and Texas Railroad and Steamship Company, and Louisiana and Western Railroad.

No. of count.	Date.	Weight.	Kind of oil.	Initials of car.	Car No.	Rate charged to Alexandria.	Rate charged beyond Alexandria.	Total rate charged.	Rate under I. C. C. Nos. 168, 224, 271.	Difference in rate.	Reference to billing St. L. I. M. & S. Ry. to Alexandria.		Reference to billing beyond Alexandria.		Final destination of the oil.
											Date.	W. B. No.	Date.	W. B. No.	
.....	1904. Nov. 26	32,563	Gasoline	U. T. L	4751	13.5	19	32.5	40	7.5	1904. Nov. 26	14104	1904. Dec. 7	L. 79	Crowley.
.....	1905. Jany. 5	26,700	Petroleum lubricating oil	C. & A	28705	13.5	25	38.5	40	1.5	1905. Jany. 5	1494	1905. Jany. 12	L. 95	Crowley.
.....	1906. May 2	40,006	Petroleum oil	W. P. O	303	15	26	41	59	18	1906. May 2	643	1906. May 8	L. 85	Jennings.
.....	May 18	24,340	Petroleum oil	W. C	2286	30	26	56	59	3	May 18	9303	June 7	L. 38	Jennings.
.....	1904. Sept. 18	25,810	Petroleum oil	C. B	2051	15	18	33	40	7	1904. Sept. 18	8123	1904. Sept. 23	L. 257	Lafayette.
.....	Nov. 19	65,459	Petroleum oil	U. T. L	8712	13.5	18	31.5	40	8.5	Nov. 19	10647	Nov. 25	L. 259	Lafayette.
.....	Nov. 20	39,040	Petroleum oil	W. P. O	968	13.5	18	31.5	40	8.5	Nov. 20	11374	Nov. 29	L. 296	Lafayette.
.....	1905. Jany. 18	38,899	Petroleum oil	U. T. L	3254	13.5	18	13.5	40	8.5	1905. Jany. 18	S. 47	1905. Jany 25	L. 188	Lafayette.
.....	Aug. 24	29,330	Petroleum oil	St. L. I. M. & S	14902	15	18	33	40	7	Aug. 24	11848	Aug. 29	L. 105	Lafayette.
.....	Oct. 5	26,367	Petroleum oil and lubricating oil.	M. P	7095	15	18	33	40	7	Oct. 5	1725	Oct. 13	L. 78	Lafayette.
.....	Dec. 7	25,600	Petroleum oil	M. P	5485	15	18	33	40	7	Dec. 7	3201	Dec. 13	L. 103	Lafayette.
.....	1904. Jany. 30	32,563	Gasoline	C. B. & Q	89078	13.5	16	29.5	38	8.5	1904. Jany. 30	11936	1904. Feby. 8	L. 66	New Iberia.
.....	Feby. 12	32,563	Petroleum oil	C. B. & Q	89356	13.5	16	29.5	38	8.5	Feby. 12	5535	Feby. 22	L. 156	New Iberia.
.....	Mar. 8	28,073	Petroleum oil	M. P	27299	15	16	31	38	7	Mar. 8	3710	Mar. 15	L. 112	New Iberia.
.....	May 13	28,505	Petroleum oil	M. P	12373	15	16	31	38	7	May 13	5492	May 17	L. 147	New Iberia.
.....	Sept. 1	27,245	Petroleum oil	M. P	27019	15	16	31	38	7	Sept. 1	132	Sept. 6	L. 55	New Iberia.
.....	Nov. 24	50,593	Gasoline	W. P. O	346	13.5	16	29.5	38	8.5	Nov. 24	13351	Dec. 3	L. 40	New Iberia.
.....	Nov. 26	25,890	Petroleum lubricating oil	D. L. & W	33316	13.5	16	29.5	38	8.5	Nov. 26	14780	Dec. 3	L. 39	New Iberia.
.....	1905. Aug. 30	28,885	Petroleum oil	M. P	15193	15	16	31	38	7	1905. Aug. 30	14780	1905. Sept. 5	L. 37	New Iberia.
.....	Nov. 23	26,550	Gasoline and petroleum oil	M. P	20147	15	16	31	38	7	Nov. 23	13049	Nov. 28	L. 261	New Iberia.

.....	1906. Mar. 7	25,600	Petroleum oil	C. A. & C	10525	15	16	31	38	7	1906. Mar. 7	2896	1906. Mar. 13	L. 155	New Iberia.
.....	Mar. 21	39,315	Gasoline	W. P. O	998	15	16	31	38	7	Mar. 21	9896	April 2	L. 14	New Iberia.
.....	April 13	29,740	Petroleum oil	C. B. & Q	60721	15	16	31	38	7	April 13	5512	April 20	L. 239	New Iberia.
.....	1904. Nov. 22	66,240	Petroleum oil	U. T. L	9705	13.5	16	29.5	40	10.5	1904. Nov. 22	12064	1904. Dec. 3	L. 38	St. Martinsville.
.....	1905. Feby.20	40,070	Petroleum oil	U. T. L	4047	13.5	16	29.5	40	10.5	1905. Feby.20	8155	1905. Mar. 3	L. 39	St. Martinsville.
.....	1904. June 21	26,400	Petroleum oil	M. P	20567	15	16	31	38	7	1904. June 21	8500	1904. June 27	L. 64	Franklin.
.....	Aug. 23	25,600	Petroleum oil	St. L. I. M. & S	14553	15	16	31	38	7	Aug. 23	8660	Aug. 27	L. 90	Franklin.
.....	Oct. 12	25,765	Petroleum and lub. oil	St. L. I. M. & S	8112	15	16	31	38	7	Oct. 12	5395	Oct. 18	L. 184	Franklin.
.....	Nov. 28	66,125	Petroleum	U. T. L	8468	13.5	16	29.5	38	8.5	Nov. 28	14962½	Dec. 5	L. 56	Franklin.
.....	Nov. 28	65,446	Petroleum	U. T. L	8817	13.5	16	29.5	38	8.5	Nov. 28	14963½	Dec. 5	L. 57	Franklin.
.....	Dec. 13	25,600	Petroleum oil	St. L. I. M. & S	11391	15	16	31	38	7	Dec. 13	6771	Dec. 21	L. 194	Franklin.
.....	1905. Feby. 1	39,046	Petroleum oil	U. T. L	3653	13.5	16	29.5	38	8.5	1905. Feby. 1	142	1905. Feby.15	L. 88	Franklin.
.....	Feby.11	25,600	Petroleum oil	M. P	17578	15	16	31	38	7	Feby.11	4823	Feby.18	L. 131	Franklin.
.....	July 12	25,600	Petroleum oil	St. L. I. M. & S	8221	15	16	31	38	7	July 12	4283	July 14	L. 202	Franklin.
.....	Aug. 24	26,400	Petroleum lubricating oil	St. L. I. M. & S	9165	15	16	31	38	7	Aug. 24	11860	Aug. 29	L. 106	Franklin.
.....	Sept. 30	25,740	Petroleum oil	St. L. I. M. & S M. P	7338 26760	15	16	31	38	7	Sept. 30	14934	Oct. 9	L. 52	Franklin.
.....	Nov. 3	25,600	Petroleum oil	St. L. I. M. & S	8297	15	16	31	38	7	Nov. 3	1267	Nov. 11	L. 99	Franklin.
.....	Dec. 3	26,065	Petroleum oil	S. A. L	25266	15	16	31	38	7	Dec. 3	1237	Dec. 11	L. 87	Franklin.
.....	1906. Jany. 7	25,810	Petroleum oil	C. B	2487	15	16	31	38	7	1906. Jany. 7	1429	1906. Jany.12	L. 97	Franklin.
.....	Mar. 31	26,400	Petroleum oil	C. & A P. M	5317 32998	15	16	31	38	7	Mar. 31	15060	April 16	L. 188	Franklin.
.....	1904. Sept. 8	25,915	Petroleum oil	M. P	30973	15	16	31	38	7	1904. Sept. 8	3087	1904. Sept. 13	L. 83	Jeanerette.
.....	Nov. 20	39,110	Petroleum oil	W. P. O	529	13.5	16	29.5	38	8.5	Nov. 20	11373	Nov. 29	L. 299	Jeanerette.
.....	Nov. 28	66,214	Petroleum	U. T. L	9597	13.5	16	29.5	38	8.5	Nov. 28	14964½	Dec. 5	L. 58	Jeanerette.
.....	1905. Jany. 27	39,059	Petroleum oil	U. T. L	3799	13.5	16	29.5	38	8.5	1905. Jany. 27	10906	1905. Feby. 3	L. 24	Jeanerette.
.....	1904. Sept. 28	25,600	Petroleum oil	M. P	12586	15	16	31	53	22	1904. Sept. 28	15501	1904. Oct. 1	L. 12	Berwick.
.....	1905. Aug. 23	29,600	Petroleum lubricating oil	St. L. I. M. & S	8729	15	16	31	53	22	1905. Aug. 23	11282	1905. Aug. 28	L. 101	Berwick.
.....	Nov. 22	24,700	Petroleum oil and gasoline	M. P	5648	15	28.5	43.5	62	18.5	Nov. 22	12400	Dec. 4	L. 28	Lake Arthur.
.....	Jany. 1	38,970	Petroleum oil	U. T. L	3809	13.5	18	31.5	40	8.5	Jany. 1	47	Jany. 9	L. 62	Opelousas.
.....	Feby.20	40,147	Petroleum oil	U. T. L	5542	13.5	18	31.5	40	8.5	Feby.20	8154	Mar. 3	L. 38	Opelousas.
.....	Mar. 6	39,123	Petroleum oil	U. T. L	1899	13.5	18	31.5	40	8.5	Mar. 6	2387	Mar. 11	L. 105	Opelousas.
.....	1904. Dec. 22	25,600	Petroleum oil	M. P	13359	15	16	31	54	23	1904. Dec. 22	11449	1904. Jany. 4	L. 25	Patterson.

PETITIONER'S EXHIBIT 600.

Form 1859.

This form to be used for billing Red Ball freight *only*.

See classification in book of instructions governing the handling of Red and Green Ball freight.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *St. Louis* TO *Alexandria, La.*, DATE *11 3, 1905.*

Instructions to conductors and agents.—The use of "memorandum" way-bills is positively forbidden. Freight loaded or unloaded at way-stations must be checked on the way-bill and discrepancies, if any, noted on the face thereof, and signed by both the agent and conductor. When unloading, the agent will check in the presence of the conductor, and when loading the conductor will check in the presence of the agent. Conductors are held personally responsible for all freight while in their charge. Conductors handling car will give his record in the space provided for that purpose in the lower margin of way-bill; this must be done in all cases, except where the way-bill is sent under cover by passenger train and the freight moved on slip way-bill.

When freight is left at non-agency stations, way-bills covering must be left with nearest agent beyond.

Route.	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y

Weigh this car at ..... Marked cap'y of car ..... Lbs.

Stop this car at ..... for .....

* When a through rate is used, and shipment is to be re-way-billed en route, the sub-divisions must be shown in the rate column in road o

Shipper, connecting line reference, original car and waybill number, and point of shipment.	Marks, consignee, and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., Etc.)
W. P. O. Co. M 119.	Waters P. Oil Co., c o Compress Co. Tracks, Franklin, La.	10 cs. lard oil. 10 cs. sperm oil. 64 brls. pet oil. O. R. S. L. & C.

Agents at junction stations receiving this way-bill from connecting line, must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the way-bill is received.

1	2	3	4	5	Agent at destination will stamp herein the date.
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	The way-bill was received at his station.

Train .....
" .....
" .....
" .....
" .....

† Inclosed in circle in original.

PETITIONER'S EXHIBIT 600.

This form to be used for billing Red Ball freight *only*.

8-1905. D. D.

See classification in book of instructions governing the handling of Red and Green Ball freight.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *St. Louis* TO *Alexandria, La.*, DATE *11 3, 1905.*

Series..... No. 1267.

Via junction ..... with ..... R'y	Via junction ..... with ..... R'y

Weighed at ..... Car No. 8297. Initial, I. M. S.

Gross ..... Lbs. Transferred into

Tare ..... Lbs. No ..... Int ..... at .....

Net ..... Lbs. No ..... Int ..... at .....

cap'y of car ..... Lbs.

n route, the sub-divisions must be shown in the rate column in road order, noting opposite each proportion the initial of the road to which it accrues.

nd destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., Etc.)	Weight. By Pkgs.	Weight. Totals.	*Rate and authority.	Freight.	Advances.	Line prepaid.	Total to collect.	Prepaid beyond.
ks.	10 cs. lard oil. 10 cs. sperm oil. 64 brls. pet oil. O. R. S. L. & C.		27,420	15	41.13		†41.13 To Alex. only.		

tamp in the spaces below, in way-bill is received.

5

Agent at destination will stamp herein the date.

Train ..... Date ..... Cond'r .....

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

Weight of car and contents.

Tons gross .....

Above for use only in enabling conductor to estimate his train load.

g agent. Stamp of junction forwarding agent. The way-bill was received at his station.

† Inclosed in circle in original.

PETITIONER'S EXHIBIT 601.

When taking impression copies, leave at least one and one-half inches at this side of tisetie for filing purposes.

Form 101.

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND STEAMSHIP COMPANY.

WAYBILL FOR FREIGHT FROM *Alexandria, La.*, TO *Franklin, La.*

Route: 1 via ..... Junction with ..... R'y. | 2 via ..... Junction with ..... R'y. | 3 via ..... Junction with ..... R'y. | 4 via ..... Junction with ..... R'y. | 5 via ..... Junction with ..... R'y.

Weighed at .....
Gross ..... lbs.
Tare ..... lbs.
Net ..... lbs.

*When a through rate is used and the shipment is to be re-billed en route, the subdivisions must be shown in the rate column in road order, noting opposite each proportion the initials of the road to which it accrues.

Length of car ..... ft ..... in.

Marked capacity of car ..... lbs.

Weigh this car at .....

Stop this car at .....
For .....
Weight of car and contents ..

For additional charges see ..... W. B. No. ..... Dated ..... 190....

Shipper. Connecting line reference, original car and waybill number and point of shipment.	Marks, consignee and destination.	No. of pkgs.	Articles and classification conditions (O. R., C. R., rel., gtd., etc.)
W. P. O. Co.	W. P. O. Co. C o. Compress Co. track, Franklin, La.	10 10 64	Cs. Lins. oil Sperm Brl. pet

Agents at junction stations receiving this waybill from connecting line must stamp in the spaces below, in consecutive order, the names of

1	2	3	4	5	6	7
					a *Linseed, 3rd, 32c.* *Sperm., 1st, 55c.*	a *Oil vegs, 26,500 #.*
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.

Instructions to conductors and agents.—The use of "memorandum" waybills is positively forbidden. Freight loaded or unloaded at way-stations must be checked on the waybill and discrepancies, if any, noted c check in the presence of the conductor; and when loading the conductor will check in the presence of the agent. Conductors are held personally responsible for all freight while in their charge. The last conducto hand side of waybill above. This must be done in all cases, except where the waybill is sent under cover by passenger train and the freight carried on card waybill; in which case the receiving agent, in the last conductor's record, on the date the freight is received.

†Inclosed in circle in original.
a The words and figures in italics in these spaces are pencil notations in the original.

PETITIONER'S EXHIBIT 601.

Form 101. Standard.

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND STEAMSHIP COMPANY.

Date: Nov. 11, 1905. Series L. No. 99.

WAYBILL FOR FREIGHT FROM *Alexandria, La.*, TO *Franklin, La.*

	3 via	4 via	5 via	6 via	7 via	8 via
nction with R'y.	Junction with R'y.	Junction with R'y.	Junction with R'y.	Junction with R'y.	Junction with R'y.	Junction with R'y.

gth of car ..... ft ..... in. Weigh this car at .....

rked capacity of car ..... lbs. Stop this car at ..... For .....

..... Dated ..... 190....

Weight of car and contents ..... lbs.

Car Int., I. M. S. Car No. 8297.
Transferred to
Int ..... No ..... at .....
Int ..... No ..... at .....
Int ..... No ..... at .....

8—07—300,000

ce and destination.	No. of pkgs.	Articles and classification conditions (O. R., C. R., rel., gtd., etc.)	Weight.	*Rate and authority.	Freight charges.	Advances.	Prepaid.
ck, Franklin, La.	10 10 64	Cs. Lins. oil Sperm Brl. pet	27,420	16	43.87		†43.87

necting line must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the waybill is received.

5	6	7	8		
	a Linseed, 3rd, 53c. Sperm., 1st, 55c.	*a Oil wgs, 26,500 ℔.*	*a 265 16 1590 265 4240*	Date ..... Train No ..... Conductor.	Agent at destination will stamp herein the date.
f junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	To be filled in by the last conductor.	The waybill was received at his station.

den. Freight loaded or unloaded at way-stations must be checked on the waybill and discrepancies, if any, noted on the face thereof, and signed by both the agent and conductor. When unloading the agent will ce of the agent. Conductors are held personally responsible for all freight while in their charge. The last conductor handling the car will give his record in the space provided for that purpose, on the lower right- under cover by passenger train and the freight carried on card waybill; in which case the receiving agent, in addition to stamping the waybill on the date it is received, will also stamp it in the place for

†Inclosed in circle in original.
a The words and figures in italics in these spaces are pencil notations in the original.

PETITIONER'S EXHIBIT 602.

Statement of billing, shipments of petroleum and petroleum products, carloads, via the St. Louis, Iron Mountain & Southern Railway, Morgan's Louisiana and Texas Railroad and Steamship Company, and the Louisiana Western R. R., via Alexandria, La., from Bixby, Ill.

Date.	Weight.	Kind of oil.	Initials of Car.	Car No.	Rate charged to Alexandria.	Rate charged beyond Alexandria.	Total rate charged.	Rate under I.C.C. No. 195.	Reference to billing of St. L., I. M. & S. Ry.		Reference to billing of M. L. & T. R. R. & S. S. Co.		To whom consigned.	Destination.	Kind of billing, St. L. I. M. & S. Ry.
									Date.	W. B. No.	Date.	W. B. No.			
1905. Mar. 22	52,083	Refined.....	U. T. L....	7463	[a] 15	16	31	38	1905. Mar. 22	399	1905. April 1	L. 9	Waters-Pierce Oil Co.	Franklin, La.[b]..	Original.
April 6	[c] 24,000	Petroleum....	C. B. & Q.	20218	15	26	41	59	April 6	69	April 14	T. L. 111	"	Jennings, La.[d]..	"
" 7	39,002	Petroleum....	U. T. L....	2626	15	18	33	40	" 7	80	" 18	L. 129	"	Lafayette, La.[b].	"
" 18	38,816	Petroleum....	U. T. L....	8000	15	16	31	40	" 18	237	" 25	L. 199	"	St. Martinsville, La.	"
" 18	39,140	Petroleum....	U. T. L....	3084	15	16	31	38	" 18	238	" 25	L. 187	"	Franklin, La.[b]..	"
" 24	25,385	Petroleum....	C. B. & Q.	24918	15	25	40	40	" 24	225	May 4	T. L. 20	"	Crowley, La.[d]..	Copy.[e f]
May 6	[c] 46,413	Petroleum....	U. T. L....	2276	15	16	31	38	May 6	117	" 11	L. 106	"	New Iberia, La.[b]	Original.
" 26	38,746	Petroleum....	U. T. L....	5340	15	18	33	40	" 26	460	" 31	L. 335	"	Lafayette, La.[b].	"
June 8	38,784	Petroleum....	U. T. L....	1675	15	16	31	38	June 8	140	June 15	L. 159	"	Jeanerette, La.[b].	"
July 13	[g] 40,763	Refined.....	C. B. & Q.	89098	15	19	34	40	July 13	236	July 20	L. 239	"	Crowley, La.[d]...	"
" 23	25,780	Petroleum....	C. & A....	[h] 15311	15	16	31	40	" 23	464	" 31	L. 359	"	St. Martinsville, La.[b]	"
Sept. 6	26,395	Petroleum, lubricating.	L. V.....	66073	15	[e] 25	40	40	Sept. 6	105	Sept. 15	L. 99	"	Crowley, La.[d]...	Copy.[e f]
Oct. 12	64,653	Gasoline.....	U. T. L....	8500	16.5	[e] 16	32.5	38	Oct. 12	263	Oct. 19	L. 146	"	New Iberia, La.[b]	Original.
" 12	65,453	Gasoline.....	U. T. L....	8664	16.5	19	35.5	40	" 12	265	" 17	L. 118	"	Crowley, La.[d]..	" "
Nov. 16	51,949	Refined.....	U. T. L....	6557	16.5	16	32.5	38	Nov. 16	460	Nov. 28	L. 262	"	New Iberia, La.[b]	"
1906. March 8	50,566	Gasoline.....	U. T. L....	7855	16.5	19	35.5	40	1906. March 8	141	1906 Mar. 19	L. 213	"	Crowley, La.[d]..	" "

[a] This rate was made 15¢ by Credit Account. Amount of freight collected, $78.12.
[b] Located on Morgan's Louisiana & Texas R. R. and S. S. Co.
[c] Weight charged on from Alexandria, 27,640 lbs. Rate 28 cents.
[d] Located on the Louisiana Western R. R.
[e] Rates taken from impression copies of billing from Alexandria, supplied by Agent, Alexandria, no copies supplied by Mr. Pool.
[f] Original way bill supplied by Mr. Davis, Jan. 28, 1907.
[g] Weight was increased to 45,900 lbs., but Agent, at Alexandria, being unable to collect on basis of increased weight, made a claim for relief for $7.72, Claim M. P. No. C-O-12665. Claim unadjusted at time of investigation. Charged on basis of 40,763 lbs. from Alexandria. Rate corrected to 23 cents.
[h] Oil in C. & A. car 15311 was transferred at Alexandria into C. B. car 2437.

Rates, billings, etc., checked with Mr. Malcom, of Iron Mountain, and Mr. Edwards, Morgan's Louisiana & Texas R. R. at Alexandria, Jan. 28, 1907.

PETITIONER'S EXHIBIT 603.

Form 1675.

This form to be used for billing ordinary freight only.

(See classification in book of instructions governing the handling of Red and Green Ball freight.)

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *Bixby, Ill.*, TO *Alexandria, La.* DATE *7/23, 1905.*

Instructions to conductors and agents.—The use of "memorandum" way-bills is positively forbidden. Conductors are held personally responsible for all freight while in their charge. Conductors handling car will give his record in the space provided for that purpose in the lower margin of way-bill; this must be done in all cases, except where the way-bill is sent under cover by passenger train and the freight moved on the way bill.
When freight is left at non-agency stations, way-bills covering must be left with nearest agent beyond.

Route.	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction Gale with ..... R'y	Via junction ..... with ..... R'y

Weigh this car at ..... Marked cap'y of car ..... Lbs.

Stop this car at ..... For .....

W
Gr
Ta
Ne

* When a through rate is used, and shipment is to be re-way-billed en route, the sub-divisions must be shown in the rate column in road

Shipper. Connecting line reference, original car and way-bill number and point of shipment.	Marks, consignee and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)
W. P. O. Co. C. & A. 1130 7/21. Chappell. 51-7 19. C 38788.	W. P. O. Co. St. Martinsville. La. c o Compress Co's tracks at Alexandria, La.	51 brls. pet. oil 12½ " " " 32 cases " " O R

Agents at junction stations receiving this way-bill from connecting line, must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the way-bill is received.

1	2	3	4	5	Agent at destination will stamp herein the date
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	†Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	the way-bill was received at his station.

Train .....
" .....
" .....
" .....
" .....

† Inclosed in circle in original.

PETITIONER'S EXHIBIT 603.

This form to be used for billing ordinary freight only.

11-1907-500 M—

(See classification in book of instructions governing the handling of Red and Green Ball freight.)

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *Bixby, Ill.*, TO *Alexandria, La.* DATE *7/23, 1905.*

Series: Local. No. 464.

	Via junction Gale with	Via junction with
..... R'y	..... R'y	..... R'y

Marked cap'y of car ..... Lbs.

..... For .....

Weighed at .....

Gross ..... lbs.

Tare ..... lbs.

Net ..... lbs.

Car. No. 15311. Initial C. & A.

Transferred into.

No. ..... Int. ..... At. .....

No. ..... Int. ..... At. .....

illed en route, the sub-divisions must be shown in the rate column in road order, noting opposite each proportion the initial of the road to which it accrues.

ks, consignee and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)	Weight.	*Rate and authority.	Freight.	Advances.	Line prepaid.	Total to collect.	Prepaid beyond.
tracks a.	51 brls. pet. oil 12½ " " " 32 cases " " O R	25, 780	15	38. 67		†38. 67		

t stamp in the spaces below, in he way-bill is received.

5

tion forwarding ent.

Stamp of junction forwarding agent.

Agent at destination will stamp herein the date the way-bill was received at his station.

Train ..... Date ..... Cond'r .....

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

Weight of car and contents.

Tons gross .....

Above for use only in enabling conductor to estimate his train load.

† Inclosed in circle in original.

PETITIONER'S EXHIBIT 604.

When taking impression copies, leave at least one and one-half inches at this side of tissue for filing purposes.

Form 701.

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND STEAMSHIP COMPANY

WAYBILL FOR FREIGHT FROM *Alexandria, La.*, TO *St. Martinsville, La*

Route:	1 via	2 via	3 via	4 via	5 via
	Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.	Junction wi .....

Weighed at .....
Gross ..... lbs.
Tare ..... lbs.
Net ..... lbs.

*When a through rate is used and the shipment is to be rebilled en route, the subdivisions must be shown in the rate column in road order, noting opposite each proportion the initials of the road to which it accrues.

Length of car ..... ft ..... in.

Marked capacity of car ..... lbs.

Weigh this car at .....
Stop this car at .....
For .....
Weight of car and contents .....

For additional charges see ..... W. B. No. ..... Dated ..... 190 .

Shipper, Connecting line reference, original car and waybill number, and point of shipment.	Marks, consignee, and destination.	No. of pkgs.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)
W. P. O. Co.	Waters-Pierce Oil Co., St. Martinsville, La.	1	Car oil, O. R., S. L. & C.

Agents at junction stations receiving this waybill from connecting line must stamp in the spaces below, in consecutive order, the name

1	2	3	4	5	6	7
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction fo agent.

Instructions to conductors and agents.—The use of "memorandum" waybills is positively forbidden. Freight loaded or unloaded at way-stations must be checked on the waybill and discrepancies, if any, n check in the presence of the conductor, and when loading the conductor will check in the presence of the agent. Conductors are held personally responsible for all freight while in their charge. The last con side of waybill above; this must be done in all cases, except where the waybill is sent under cover by passenger train and the freight carried on Card waybill; in which case, the receiving agent, in addition t record, on the date the freight is received.

†Inclosed in circle in original.

PETITIONER'S EXHIBIT 604.

Form 701. Standard.

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND STEAMSHIP COMPANY.

WAYBILL FOR FREIGHT FROM *Alexandria, La.*, TO *St. Martinsville, La.*

Date, July 31, 1905. Series L. No. 359.

2 via	3 via	4 via	5 via	6 via	7 via	8 via
Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.	Junction with ..... R'y.

Length of car ..... ft ..... in.

Marked capacity of car ..... lbs.

..... Dated ..... 190 .

Weigh this car at .....

Stop this car at .....

For .....

Weight of car and contents ..... lbs.

Car int., C. & A. Car No. 15311.
Transferred to
Int. C. B. No. 2437 at: Changed at Alex.
Int ..... No. ..... at .....
Int ..... No. ..... at .....

8-07-300,000

Consignee, and destination.	No. of pkgs.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)	Weight.	*Rate and authority.	Freight charges.	Advances.	Prepaid.	
Co., St. Martinsville, La.	1	Car oil, O. R., S. L. & C.	25,780	16	41.25		†41.25	

m connecting line must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the waybill is received.

4	5	6	7	8		Agent at destination will stamp herein the date
					Date ..... Train No .... Conductor.	
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	To be filled in by the last conductor.	the waybill was received at his station.

forbidden. Freight loaded or unloaded at way-stations must be checked on the waybill and discrepancies, if any, noted on the face thereof, and signed by both the agent and conductor. When unloading, the agent will presence of the agent. Conductors are held personally responsible for all freight while in their charge. The last conductor handling the car will give his record in the space provided for that purpose on the lower right-hand cover by passenger train and the freight carried on Card waybill; in which case, the receiving agent, in addition to stamping the waybill on the date it is received, will also stamp it in the place for the last conductor's

†Inclosed in circle in original.

PETITIONER'S EXHIBIT 605.

(The figures inclosed in brackets are stricken through in original.)

Form 1675.

This form to be used for billing ordinary freight only.

See Classification in book of instructions governing the handling of Red and Green Ball freight.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *Bixby, Ill.*, TO *Alexandria, La.* DATE *4 24, 1906.*

Instructions to conductors and agents.—The use of "memorandum" way-bills is positively forbidden. Conductors are held personally responsible for all freight while in their charge. Conductors handling car will give his record in the space provided for that purpose in the lower margin of way-bill; this must be done in all cases, except where the way-bill is sent under cover by passenger train and the freight moved on slip way-bill.
When freight is left at non-agency stations, way-bills covering must be left with nearest agent beyond.

Route.	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y

Weigh
Gross
Tare
Net

Weigh this car at ..... Marked cap'y of car ..... Lbs.

Stop this car at ..... for .....

* When a through rate is used, and shipment is to be re-way-billed en route, the sub-divisions must be shown in the rate column in road order, not

Shipper. Connecting line reference, original car and way-bill number and point of shipment.	Marks, consignee and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)
Wab. E 4 22 1674 C. T. T. C. Chgo. Rdge. I O W. B. 77 4120 O 12859	Waters Pierce Oil Co. do	Pet oil

Agents at junction stations receiving this way-bill from connecting line, must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the way-bill is received.

1	2	3	4	5
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.

Agent at destination will stamp herein the date.

The way-bill was received at this station.

Train .....
" .....
" .....
" .....
" .....
" .....

† Inclosed in a circle in original.

PETITIONER'S EXHIBIT 605.

(The figures inclosed in brackets are stricken through in original.)

11-1907-500 M—C

his form to be used for billing ordinary freight only.

ation in book of instructions governing the haudling of Red and Green Ball freight.

. Louis, Iron Mountain & Southern Railway Co.

om *Bixby, Ill.*, to *Alexandria, La.* Date *4 24, 1906.*

Via junction	Via junction
.....	.....
with	with
y ..... R'y	..... R'y

... Marked cap'y of car ..... Lbs.

..... for .....

Weighed at .....

Gross ..... lbs.

Tare ..... lbs.

Net ..... lbs.

Series ..... No. 566.

Car No. 9114. Initial, U T L

Transferred into

No. ..... Int. ..... at .....

No. ..... Int. ..... at .....

ay-billed en route, the sub-divisions must be shown in the rate column in road order, noting opposite each proportion the initial of the road to which it accrues.

ignee and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)	Weight.	*Rate and authority.	Freight.	Advances.	Line prepaid.	Total to collect.	Prepaid beyond.
Pierce Oil Co.						*P P*		
do						[91.18]		
	Pet oil							
		29,673	25	74.19		74.19		†[16.99]
								9.99

stamp in the spaces below, in e way-bill is received.

	5	
ng agent.	Stamp of junction forwarding agent.	The way-bill was received at this station.

Agent at destination will stamp herein the date.

The way-bill was received at this station.

Train	Date	Cond'r .....
"	"	" .....
"	"	" .....
"	"	" .....
"	"	" .....
"	"	" .....

Weight of car and contents.

Tons gross .....

Above for use only in enabling conductor to estimate his train load.

† Inclosed in a circle in original.

PETITIONER'S EXHIBIT 606.

Form 1675.

This form to be used for billing ordinary freight only.

(See classification in book of instructions governing the handling of Red and Green Ball freight.)

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *Bixby, Ill.*, TO *Alexandria, La.* DATE *2 25, 1906.*

Instructions to conductors and agents.—The use of "memorandum" way-bills is positively forbidden. Conductors are held personally responsible for all freight while in their charge. Conductors handling car will give his record in the space provided for that purpose in the lower margin of way-bill; this must be done in all cases, except where the way-bill is sent under cover by passenger train and the freight moved on slip way-bill.

When freight is left at non-agency stations, way-bills covering must be left with nearest agent beyond.

Route.

Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y	Via junction ..... with ..... R'y

Weight
Gross
Tare
Net

Weigh this car at ..... Marked cap'y of car ..... lbs.

Stop this car at ..... for .....

* When a through rate is used, and shipment is to be re-way-billed en route, the subdivisions must be shown in the rate column in road order, s

Shipper. Connecting line reference, original car and waybill number, and point of shipment.	Marks, consignee, and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)
Van 1105 78 Cleveland O. 129 9 7 C 492 F. G. Co.	Bonner Oil Co. Do.	65 Brl. L Oil S L C O R

Agents at junction stations receiving this way-bill from connecting line must stamp in the spaces below, in consecutive order, the names of their stations and date upon which the way-bill is received.

1	2	3	4	5	Agent at destination will stamp herein the date
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	the way-bill was received at his station.

Train .....
" .....
" .....
" .....
" .....

PETITIONER'S EXHIBIT 606.

This form to be used for billing ordinary freight only.

11-1907-500 M—C

(See classification in book of instructions governing the handling of Red and Green Ball freight.)

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

FROM *Bixby, Ill.*, TO *Alexandria, La.* DATE *2 25, 1906.*

Series ..... No. 494.

Via junction ..... with ..... R'y	Via junction ..... with ..... R'y

..... Marked cap'y of car ..... lbs.

..... for .....

Weighed at .....

Gross ..... lbs.

Tare ..... lbs.

Net ..... lbs.

Car No. 1357. Initial C. N.

Transferred into

No. ..... Int. ..... at .....

No. ..... Int. ..... at .....

e re-way-billed en route, the subdivisions must be shown in the rate column in road order, noting opposite each proportion the initial of the road to which it accrues.

consignee, and destination.	Articles and classification conditions. (O. R., C. R., Rel., Gtd., etc.)	Weight.	* Rate and authority.	Freight.	Advances.	Line prepaid.	Total to collect.	Prepaid beyond.
	65 Brl. L Oil				50. 70			
	S L C O R	26,000	30	78. 00			128. 70	

ust stamp in the spaces below, in
the way-bill is received.

5

Stamp of forwarding agent.

Stamp of junction forwarding agent.

Agent at destination will stamp herein the date the way-bill was received at his station.

Train ..... Date ..... Cond'r .....

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

" ..... " ..... "

Weight of car and contents.

Tons gross .....

Above for use only in enabling conductor to estimate his train load.

PETITIONER'S EXHIBIT 607.

(Copy.)

G. F. A. 2. *Not to be posted.* 679-11-19-1901

PENNSYLVANIA RAILROAD COMPANY.

BUFFALO AND ALLEGHENY VALLEY DIVISION.

BUFFALO, ROCHESTER AND CHAUTAUQUA DIVISION.

File 5385. OFFICE OF THE DIVISION FREIGHT AGENT,
Buffalo, N. Y., Mar. 5, 1902.

Mr. W. A. KNAPP [RAPP],
Agent, Olean, N. Y.

DEAR SIR: You will charge rates named below on shipments from Olean, N. Y.

Rate order No. S.-503.

To—	Articles.	Rates.	Per—	When in carloads of—
Rochester, N. Y.	Petroleum products:			
Genesee Junction, N. Y.	In tank cars	9c	Barrel	Capacity of tank.
	In box cars	11c	Barrel	24,000 lbs. minimum.
Buffalo, N. Y.	In tank cars	10c	Barrel	Capacity of tank.
	In box cars	12½c	Barrel	24,000 lbs. minimum.

Above rate good in both directions.

This cancels rate order No. S–262 dated October 2, 1901.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment, unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor, or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof for delay beyond forty-eight hours in loading or unloading will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier of the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours, truly,

EDWARD T. JOHNSON,
Division Freight Agent.

Copy to Auditor.
J. B. THAYER, Jr., 2.

(Stamped.)
APPROVED
Mar. 10, 1902
J. B. Thayer, Jr.
G. F. A.

PETITIONER'S EXHIBIT 608.

(Copy.)

Cancelled by rate order No. 5-1530. G. F. D.-114. S-32. 5-22-06

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

File 5385.

BUFFALO, N. Y., *October 24, 1902.*

Mr. W. A. RAPP,
Agent, Olean, N. Y.

DEAR SIR: You will charge the rates named below on shipments from Olean, N. Y.

Rate order No. S.-503.

To—	Articles.	Rates.	Per—	When in carloads of—
Rochester, N. Y.	Petroleum and its products:			
Genesee Jct., N. Y.	In tank cars	9c.	Bbl.	Capacity of tank.
	In box cars	11c.	Bbl.	24,000 lbs. minimum.
Buffalo, N. Y.	In tank cars	10c.	Bbl.	Capacity of tank.
" "	In box cars	12½c.	Bbl.	24,000 lbs. minimum.

Above rates good in both directions.

This cancels rate order No. S-262, dated October 2, 1901.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours, truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor,
" J. B. T., Jr. 2.
"
"

PETITIONER'S EXHIBIT 608—Continued.

(Copy.)

G. F. D.-114. S-32. 3-22-06

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

BUFFALO, N. Y., *October 8, 1903.*

Mr. W. A. RAPP,
Agent, Olean, N. Y.

DEAR SIR: You will charge the rates named below on shipments between Olean, N. Y.

Rate order No. S.-1530.

And—	Articles.	Rates.	Per—	When in carloads of—
Rochester, N. Y.	Petroleum and its products:			
Genesee Jct., N. Y.	In tank cars	9c.	Barrel	Capacity of tank.
	In box cars	11c.	"	24,000 lbs. minimum.
	(The above rates will apply in both directions.)			
Buffalo, N. Y.	In tank cars	10c.	Barrel	Capacity of tank.
	In box cars	12½c.	"	24,000 lbs. minimum.
	(The above rates will apply in both directions.)			

This cancels rate order S-261, dated October 2nd, 1901, also rate order S-503, dated October 24, 1902.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours, truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor,
" E. P. Bates, 2.
" Olean, 1.
" Rochester, 1.
" Gen. Jct., 1.
" Buffalo, 1.

PETITIONER'S EXHIBIT 608—Continued.

(Copy.)

S-32. 3-22-06

G. F. D.-114.

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILROAD COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

BUFFALO, N. Y., *January 1, 1906.*

AGENTS AT BUFFALO, N. Y.,
OLEAN, N. Y., AND ROCHESTER, N. Y.

DEAR SIR: You will charge the rates named below on shipments:

Rate order No. S.-83.

Between—	Articles.	Rates.	Per—	When in carloads of—
Olean, N. Y., and Rochester, N. Y. Genesee Jct., N. Y.	Petroleum and its products:			
	In tank cars	9c	Bbl	Capacity of tank.
	In box cars	11c	Bbl	24,000 lbs. minimum.
The above rates will apply in both directions.				
Between Buffalo, N. Y., and Olean, N. Y.	Petroleum and its products:			
	In tank cars	10c	Bbl	Capacity of tank.
	In box cars	12½c	Bbl	24,000 lbs. minimum.
The above rates will apply in both directions.				
From Buffalo, N. Y., to Rochester, N. Y.	Petroleum and its products:			
	In tank cars	15c	Bbl	Capacity of tank.
	In box cars	20c	Bbl	24,000 lbs. minimum.

This cancels rate order No. S.-1437 dated August 12th, 1903, and No. 1530 dated October 1st, 1903.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours, truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor.
" E. P. Bates, 2.
" Buffalo, 1.
" Rochester, 1.
Olean, 1.

PETITIONER'S EXHIBIT 608—Continued.

(Copy.)

S-32. 3-22-06

G. F. D.-114.

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

BUFFALO, N. Y., *February 9, 1906.*

AGENTS AT BUFFALO, N. Y.,
OLEAN, N. Y., AND ROCHESTER, N. Y.

DEAR SIR: You will charge the rates named below on shipments Olean, N. Y.

Rate order No. S.-115.

	Articles.	Rates.	Per—	When in carloads of—
Between Olean, N. Y., and Rochester, N. Y., Genesee Jct., N. Y.	Petroleum and its products:			
	In tank cars	9c	Bbl	Capacity of tank.
	In box stock cars in bbls.	11c	Bbl	24,000 lbs. minimum.
	The above rates will apply in both directions.			
Between Buffalo, N. Y., and Olean, N. Y.	Petroleum and its products:			
	In tank cars	10c	Bbl	Capacity of tank.
	In box or stock cars in barrels	12½c	Bbl	24,000 lbs. minimum.
	The above rates will apply in both directions.			

This cancels rate order No. S.-83 dated January 1, 1906.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor.
" E. P. Bates, 3.
" Buffalo, 1.
" Rochester, 1.
Olean, 1.

PETITIONER'S EXHIBIT 608—Continued.

(Copy.)

S-32. 3-22-06

G. F. D.-114.

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

BUFFALO, N. Y., *March 1, 1906.*

AGENTS AT OLEAN, N. Y., AND ROCHESTER, N. Y.

DEAR SIR: You will charge the rates named below on shipments Olean, N. Y.

Rate order No. S.-122.

And—	Articles.	Rates.	Per—	When in carloads of—
Rochester, N. Y. Genesee Junction N. Y.	Petroleum and its products:			
	In tank cars	9c	Bbl.	Capacity of tank.
	In box or stock cars in barrels	11c	Bbl.	24,000 lbs. minimum.

The above rates will apply in both directions.
This cancels rate order No. S.-115 dated February 9th, 1906.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours, truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor.
" E. P. Bates, 3.
" Rochester, 1.
" Olean, 1.

PETITIONER'S EXHIBIT 608—Continued.

(Copy.)

G. F. D.-114. S-32. 3-22-06.

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

BUFFALO, N. Y., *March 5, 1906.*

Agent, Olean, N. Y., and Rochester, N. Y.

DEAR SIR: You will charge the rates named below on shipments between Olean, N. Y.

Rate order No. S. 128.

And.	Articles.	Rates.	Per—	When in carloads of—
Rochester, N. Y.	Unfinished petroleum refinery stock:			
Genesee Jct., N. Y.	In tank cars	9 c.	Barrel	Capacity of tank.
	In box or stock cars in barrels.	11 c.	Barrel	24,000 lbs. minimum.

The above rates will apply in both directions.

This cancels Rate Order No. S-122, dated March 1, 1906.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor.
" E. P. Bates, 3.
" Rochester, 1.
" Olean, 1.

PETITIONER'S EXHIBIT 608—Continued.

(Copy.)

G. F. D.-114. S-32. 3-22-06.

Not to be posted.

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

BUFFALO, N. Y., *Sep. 20, 1906.*

Agents, Olean, N. Y., and Rochester, N. Y.

DEAR SIR: You will charge the rates named below on shipments between Vacuum Oil Works, Olean, N. Y.

Rate order No. S. 168.

And.	Articles.	Rates.	Per—	When in carloads of—
Vacuum Oil Works, Rochester, N. Y.	Unfinished petroleum refinery stock:			
	In tank cars.....	9 cents..	Barrel....	Capacity of tank.
	In box or stock cars in barrels.	11 " ..	"	24,000 lbs. minimum.

The above rates will apply in both directions.

The rates named hereon will apply only to and from the Pennsylvania Railroad deliveries at Rochester or Olean as named above, and must not be used as proportional rates on shipments coming from or destined to points on connecting lines beyond the junction.

Cancelling rate order No. S–128, dated March 5, 1906.

This tariff does not expire with the calendar year, but remains in force until revoked.

All rates are governed by the rules and regulations of classification in effect at time of shipment unless otherwise noted.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Yours truly,

EDWD. T. JOHNSON,
Division Freight Agent.

Copy to Auditor.
" E. P. Bates, 3.
" Olean, 1.
" Rochester, 1.

PETITIONER'S EXHIBIT 609.

TABLE I.—*Comparison of oil rates from various points to Rochester in 1904.*

To Rochester from—	*Distance Miles.	Rate. Per Cwt.	Rate. Equiv. per barrel.	Railroad issuing rate.	Authority for rate.
		Cents.			
Olean, N. Y.	106	c2.8	a9	Penn. R. R.	Rate order P. R. R. S. 1530. Effective Oct. 8, 1903.
	106	d9	28.8	Western N. Y. & P	W. N. Y. & P., I. C. C. 161. Effective July 20, 1896.
	106	e10½	33.6	Penn. R. R. In Con. with Erie.	P. R. R., I. C. C. 358. Effective Sept. 1, 1903.
	106	f10½	33.6	Erie R. R.	E. R., I. C. C. 3604. Effective June 22, 1903.
Bradford, Pa.	127	g9	28.8	W. N. Y. & P.	W. N. Y. & P., I. C. C. 200. Effective July 3, 1896.
Clarendon, Pa.	174	14½	46.4	Penn. R. R. jointly with Erie.	P. R. R., I. C. C. K. 2151. Effective July 31, 1904.
Oil City, Pa.	223	.....	38	Penn. R. R.	P. R. R., I. C. C. S. 417. Effective Jan. 15, 1904.
	223	12	38.4	" "	P. R. R., I. C. C. S. 417, Supp. 5. Effective May 15, 1904.
Struthers, Pa.	165	12	38.4	Penn. R. R.	P. R. R., I. C. C. S. 417, Supp. 5. Effective May 15, 1904.
Titusville, Pa.	222	.....	45	Penn. R. R.	P. R. R., I. C. C. S. 417. Effective Jan. 15, 1904.
	222	14½	46.4	D. A. V. & P. R. R.	D. A. V. & P., I. C. C. 407. Effective Dec. 28, 1903.
	222	.....	b45	" "	D. A. V. & P., I. C. C. 407, Amdt. 2. Effective Apr. 16, 1904.
	222	12	38.4	" "	D. A. V. & P., I. C. C. 407, Am. 3. Effective May 24, 1904.
	222	.....	b45	" "	D. A. V. & P., I. C. C. 407, Amdt. 4. Effective July 25, 1904.
Warren, Pa.	167	14½	46.4	P. R. R.	P. R. R., I. C. C., K. 2151. Effective July 31, 1904.
	.....	h14½	46.4	D. A. V. & P. R. R.	D. A. V. & P. R. R., I. C. C. 407. Effective Dec. 28, 1903.
	.....	h12	38.4	" "	D. A. V. & P. R. R., I. C. C. 407. Amdt. 3. Eff. May 24, 1904.

*Same distance used between two given points regardless of route.
a In tank cars.
b In barrels.
c Rate quoted on barrel not on Cwt. basis.
d Fifth class rate; applicable under Exception Sheets I. C. C., G. 1977, Feb. 16, '03, I. C. C., G. 2242, June 20, '04.
e Fifth class rate.
f Under Item Corning and stations west.
g Fifth class rate; applicable.
h Rate also applied from Irvineton and North Warren.

PETITIONER'S EXHIBIT 610.

TABLE II.—*Comparison of oil rates from various points to Buffalo in 1904.*

To Buffalo from—	Distance Miles.	Rate. Per Cwt.	Rate. Equiv. per barrel.	Railroad issuing rate.	Authority for rate.
		Cents.			
Olean, N. Y.	70	d 3.1	a 10	Penn. R. R.	Rate Order P. R. R. S. 1530. Effective October 8, 1903.
	70	e 8½	27.2	W. N. Y. & Penna.	W. N. Y. & P., I. C. C. 161. Effective July 20, 1896.
Bradford, Pa.	92	f 9	28.8	W. N. Y. & P.	W. N. Y. & P., I. C. C. 200. Effective July 3, 1896.
	92	a 10	b 32	Penn. R. R.	P. R. R., I. C. C., S. 417 Supp. 2. Effective Apr. 4, 1904.
	92	8½	27.2	Erie	E. R., I. C. C., 3600. Effective June 22, 1903.
Clarendon, Pa.	132	.....	c 32	Penn. R. R.	P. R. R., I. C. C., K. 1984. Effective Oct. 23, 1903.
Oil City, Pa.	138	a 10	b 32	Penn. R. R.	P. R. R., I. C. C., S. 417. Effective Jan. 15, 1904.
Reuseville, Pa.	134	a 10	b 32	Penn. R. R.	P. R. R., I. C. C., S. 417. Effective Jan. 15, 1904.
Struthers, Pa.	126	a 10	b 32	Penn. R. R.	P. R. R., I. C. C., S. 417. Effective Jan. 15, 1904.
Titusville, Pa.	121	a 10	b 32	Penn. R. R.	P. R. R., I. C. C., S. 417. Effective Jan. 15, 1904.

a In tank cars.
b In barrels.
c Rate quoted per barrel.
d Rate quoted per barrel not per hundredweight.
e Fifth Class rate; applicable under Exception Sheets, G. 1977, 2/16, '03, G. 2242, 6/20, '04.
f Fifth Class Rate applicable prior to April 4, 1904.

PETITIONER'S EXHIBIT 611-A.

4574 General Manifold Co., Pat. Jan. 14, 1890, Jan. 8, 1901.

Original. OLEAN, N. Y., *July 21, 1904.*

Received from Vacuum Oil Co., by Pennsylvania Railroad Co.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to the said destination, if on its road, otherwise to deliver to another carrier on the route to said destination.

It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property, over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder, shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and assigns as just and reasonable. Upon the conditions, whether printed or written herein contained, it is mutually agreed that the rate of freight from ..... to ..... is to be in cents per 100 pounds.

If .... times first class.	If first class.	If second class.	If third class.	If fourth class.	If fifth class.	If sixth class.	If special class .... rate.

And advance charges at .....

Consignee: R. H. Beeman care
Burl. Light & Power Co.,

Destination:
Burlington, Vt.

.....

Penna R. R. Roch., N. Y. C., Norwood Rut. R. R.

	Description of articles.	
	Tanks refined oil.	(Stamp.) AGENT, OLEAN, N. Y., BLIND BILL TO ROCHESTER, N. Y.
	Bbls. refined oil.	
	Tanks naphtha.	(Stamp.) AGENT, ROCHESTER, N. Y., PREPAY THROUGH TO NORWOOD AND CHARGE TO THE STANDARD OIL CO. OF NEW YORK.
	Bbls. naphtha.	
	Tanks lub'g oil.	
1	Tanks gas oil. U. T. L. 5872	

tions, whether printed or written herein contained, it is mutually agreed that the rate of freight from ..... to ..... is to be in cents per 100 pounds.

If .... times first class.	If first class.	If second class.	If third class.	If fourth class.	If fifth class.	If sixth class.	If special class .... rate.

And advance charges at .....

Consignee: R. H. Beeman care
Burl. Light & Power Co.,

Destination:
Burlington, Vt.

.....

Penna R. R. Roch., N. Y. C., Norwood Rut. R. R.

	Description of articles.
	Tanks refined oil. (Stamp.) AGENT, OLEAN, N. Y., BLIND BILL TO ROCHESTER, N. Y.
	Bbls. refined oil.
	Tanks naphtha. (Stamp.) AGENT, ROCHESTER, N. Y., PREPAY THROUGH TO NORWOOD AND CHARGE TO THE STANDARD OIL CO. OF NEW YORK.
	Bbls. naphtha.
	Tanks lub'g oil.
1	Tanks gas oil. U. T. L. 5872
	Bbls. wax.
	Tanks fuel oil.
	Bbls. fuel oil.
	S. L. & C.
	No 1 Wks.

The conditions upon which the above-mentioned property is received for transportation are printed on the back hereof.

A. A. BREHM, *Agent.*
J.

The within-mentioned goods to be forwarded under the following conditions:

1. No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes, or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable dispatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at the point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property or after due time for the delivery thereof, no carrier hereunder shall be liable in any event.

4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier, over whose route cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk, consigned to a point where there is an elevator may (unless otherwise expressly noted herein and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weight or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot, or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost, and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car, and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from trains.

6. No carrier hereunder will carry, or be liable in any way for any documents, specie, or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the

the same for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk, consigned to a point where there is an elevator may (unless otherwise expressly noted herein and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weight or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot, or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost, and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car, and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from trains.

6. No carrier hereunder will carry, or be liable in any way for any documents, specie, or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the established rates and all other charges accruing on said property, before delivery and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed; and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

NOT NEGOTIABLE.

S-9-c-A. F. R.

PETITIONER'S EXHIBIT 611-B.

1269 4 4 1901

Way-bill No. 313.

PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD COMPANY,

WEST JERSEY & SEASHORE RAILROAD COMPANY,

July 21st 1904

AND ROADS IN INTER-LINE SYSTEM.

WAY-BILL OF MERCHANDISE FORWARDED FROM *Erie Ry. Jct.* TO *Rochester, N. Y.*, VIA {.....

When billing freight to a point reached via two or more routes, the agent must specify the route in the space provided above.

Car. Initials.	Car. Numbers.	Shipper.	Consignee, destination and marks.	Description of articles.	Weight.	No. of Tariff or rate order.	Class.	Rate.	Freight Charges.	Advances.	Prepaid.	To be collected.
U. T. L.	5872	V. O. Co..... 25184	R. H. Beeman, c/o Burlington Light & P. Co., Burlington, Vt. (Roch., N. Y. C., Norwood, Rut. R. R.)	1 tk. gas oil..... O R	52,774				165 Bbls. (Rubber stamped.)	(Rubber stamped.) Penna. R. R. Co. Rochester, N. Y. Jul 22, 1904. Station.		
					(Rubber stamped.) Agent N.Y.C. & H.R.R., Rochester, N.Y Prepay charges from Rochester to Norwood and charge to the Standard Oil Co. of New York.							
"	5638	.....do..... 25185 Roch., N. Y. C.	Stand. Oil Co.. c/o Clifton Spgs. Sanitarium Co., Clifton Spgs., N. Y.	1 tk. naphtha .... O R	28,966				91 "			
					(Rubber stamped.) Agent N. Y. C. & H. R. R., Rochester, N. Y. Prepay charges from Rochester to destination and charge to the Standard Oil Co. of New York.							
"	1364	.....do..... 25186	Stand. Oil Co. Williamson, N. Y.. (Roch., N. Y. C.-R. W. & O.)	1 tk. ref. oil..... O R	50,317				157 "			
					(Rubber stamped.) Agent N. Y. C. & H. R. R., Rochester, N. Y. Prepay charges from Rochester to destination and charge to the Standard Oil Co. of New York.							
P. R R..	98341	.....do..... 25187	Stand. Oil Co., Malone, N. Y..... (Roch., N. Y. C., R. W. & O., Norwood, C. & L. C.)	Bbld. naphtha.... O R	24,000				60 "			
					(Rubber stamped.) Agent N. Y. C. & H. R. R., Rochester, N. Y. Prepay charges from Rochester to Norwood and charge to the Standard Oil Co. of New York.							

U. S. A. VS. STANDARD OIL CO. OF NEW JERSEY ET AL. 1595

PETITIONER'S EXHIBIT 611-C.

G-32—A. F. R.

702. 5-6-04. C. L.
7½ x 15¼.

PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

NORTHERN CENTRAL RAILWAY COMPANY.

No. 25184.

ROCHESTER, N. Y, STATION, *7/22/04, 190*

MERCHANDISE DELIVERED TO THE *N. Y. C. & H. R. R. R.* RAILROAD COMPANY.

Way-bill.		Car.		Station from.	Shipper.	Consignee, destination, and marks.	Description of articles.	Weight.	Freight charges and advances.	Through rate.	Proportion beyond.
Number.	Date.	Initials.	Numbers.								
313	7/21	U. T. L.	5872	Erie Ry. Jct.....	V. O. Co.....	R. T. Beeman, c/o Burlington Lgt. & P. Co., Burlington, Vt. (N. Y. C., Nor., Rut. R. R.)	1 tk. gas oil..... or (Rubber stamped.) Agent N. Y. C. & H. R. R. R. Co., Rochester, Prepay charges, Rochester to Norwood and charge to Standard Oil Co., of New York. *W. K. 201* *9c*	52,774	165 Bbls. *@09* *47.50 Ppd*		*23*

Received,.....190... from the.....Railroad Company, the articles specified above, in good condition.

.....*Agent.*

For.....*Railroad Company.*

PETITIONER'S EXHIBIT 611-D.

U. T. L. Car No. 5872.

To N. Y. C. & H. R. R. R., Rochester.

For: Burlington, Vt.

Lading: Gas oil.

Combined weight of car and lading for engine rating: 39 net tons.

S-1333. A. F. R.

PENNSYLVANIA RAILROAD.

TRANSFER CARD.

From Rochester.

Point of shipment: Olean, N. Y.
Shipper: V. O. Co.
Consignee: R. H. Beeman, c/o Burl. Light & Power Co.
Destination: Burlington, Vt.,
Via N. Y. C. Norwood Rut. R. R.

Marked capacity of car: ------ lbs.

Estimated weight.	Actual weight.
---------- lbs.	Gross: ------ lbs.
Weighed at	Tare: ------ lbs.
---------- S. 7/22, 190	Net 52,774 lbs.

Rochester, N. Y., 7/22, 1904.

J. D. H., *Agent.*
Ro.

This card must be used only at Rochester for interchange of freight between the Pennsylvania Railroad Company and the New York Central & Hudson River Railroad Company.

PETITIONER'S EXHIBIT 611-E.

(Matter inclosed in brackets is stricken through in original.)

C. T. 1016A.
[48. 64. 66.]
73.]

763 11 20 1900.

PENNSYLVANIA RAILROAD COMPANY.

P., W. & B. R. R. N. C. R. W. J. & S. R. R.

Interchange report—Deliveries.

Delivered to N. Y. C. H. R. R., at Terminal Station, No. .... from 12.01 A. M. to 11.59 P. M., 7/23, 1904.

X Loaded. —Empty.

	Car. Initials.	Kind.	Number.	X or —	Check.	Final destination.
1	B. & A.	B	11627	—	)	Rome.
2	R. W. O.	"	2341	—	)	"
3	Erie	"	73319	X	)	Rochester.
4	"	"	[77372]	X	.....	"
5	P. R. R.	G	168407	X	)	"
6	"	B	98341	X	)	Malone.
7	"	"	84464	X	)	Brooklyn.
8	"	G	11630	X	)	Rome.
9	"	"	166444	X	)	Phelps.
0	"	"	169201	X	)	Watertown.
11	"	"	40942	X	)	Utica.
12	"	"	30714	X	)	Hilton.
13	"	"	169170	X	)	Utica.
14	"	"	6924	X	)	Rochester.
15	"	"	[46778	X]	.....	[Heuvelton.]
16	"	B	[83991	X]	.....	Rochester.
17	"	G	5205	X	)	Canton.
18	"	"	12303	X	)	Chelsea.
19	"	"	167268	X	)	Lydonville.
20	"	"	7077	X	)	Watertown.
21	"	B	80845	X	)	Messena.
22	"	G	12458	X	)	Spencerport.
23	"	"	46800	X	)	Albany.
24	"	"	22773	X	)	"
25	"	"	84838	X	)	Rochester.
26	"	"	167376	X	)	"
27	"	"	167956	X	)	Utica.
28	"	"	12542	X	)	E. Boston.
29	"	"	169741	X	)	"
30	U. T. L.	T	5638	X	)	Clifton Springs.
31	"	"	4210	X	)	Rochester.
32	"	"	5872	X	)	Burlington.
33	"	"	1384	X	)	Williamson.
34	"	"	7484	X	)	Albany.
35	"	"	5311	X	)	E. Boston.
36	"	"	1812	X	)	Schenectady.
37	P. R. Co.	T	62	X	)	Palmer.
38	N. C.	G	11781	X	)	Rochester.
39	"	B	7093	X	)	Albany.
40	"	G	11413	X	)	Rochester.
41	C. R. Co.	T	79	X	)	Chelsea.
42	"	"	87	X	)	"
43	W. N. Y. P.	G	4371	X	)	Shortsville.
44	"	"	9295	X	)	Ottawa.
45	"	"	6719	X	)	Rochester.
46	W. N. Y. P.	G	5313	X	)	Oneida.
47	"	"	2732	X	)	Rochester.
48	"	"	8853	X	)	Russell.
49	"	"	9263	X	)	Auburn.
50	"	"	4312	X	)	"
51	"	"	1049	X	)	Warners.
52	"	"	7788	X	)	Potsdam.
53	"	"	5942	X	)	Ottawa.
54	P. B. & W.	"	3052	X	)	Watertown.
55	T. F. O. W. Co.	T	138	X	)	Palmer.
56	P. & B. Co.	G	[2095]	X	.....	Albion.
57	P. C. C. St. L.	"	532	X	)	Canton.
58	"	"	17653	X	)	Rochester.
59	B. & S.	"	839	X	)	"
60	A. V.	"	[3683]	X	.....	Clayton.
61	"	"	[3033]	X	.....	Ottawa.

PETITIONER'S EXHIBIT 611-E—Continued.

	Car. Initials.	Kind.	Number.	X or	Check.	Final destination.
62	B. & S.	G	3345	X	✓	Syracuse.
63	"	"	3181	X	✓	"
64	"	"	3063	X	✓	"
65	"	"	3341	X	✓	St. Albans.
66	C. & P.	"	[5018]	X		Brooklyn.
67	"	"	4019	X	✓	Chelsea.
68	B. & Maine.	B	13236	—	✓	Home.
69	N. Y. C. H.	"	56949	—	✓	"
70	*F. C. Co.	G	88	X	✓	Rochester.
71	P. S. N.	"	1276	X	✓	Phelps.
72	"	"	2032	X	✓	Canastota.
73	C. R. Co.	T	88	X	✓	Chelsea.
74	Crew. L. Co.	"	529	X	✓	Palmer.
75	Mich. C.	B	41132	—	✓	Home.
76	"	"	61020	—	✓	"
77	L & N.	"	9228	X	✓	Rochester.
78	P. R. R.	"	71108	X	✓	Boston.
79	W. J. & S.	"	1162	X	✓	Rochester.
80	L. S. M. S.	"	42402	—	✓	Home.
81	M. D. T.	"	7686	—	✓	"
82	N. Y. C. H.	"	55466	—	✓	"
83	"	"	55753	—	✓	"
84	"	B	93120	[X]	✓	Rochester.
85	C. C. C. St. L.	"	6690	X	✓	"
86	S. A. L.	"	15477	X	✓	"
87	N. Y. C. H.	"	90986	X	✓	"
88	Erie.	"	[77372]	X		"
89	Ill. C.	"	24852	X	✓	"
90	N. Y. C. H.	"	57407	X	✓	"

*Fayette Coal. Co., see attached.

I certify that these cars were received as above.
F. C. TANGER, Agent, *Agent, N. Y. C. R. R.*
H. F.

J. D. HAINES, *Agent, P. R. R.*
Ro.

This report must be made out in accordance with instructions given in C. T. 1000.

PETITIONER'S EXHIBIT 611-E—Continued.

(Matter inclosed in brackets is stricken through in original.)

The following is a copy of paster attached to back of PETITIONER'S EXHIBIT 611-E:

C. T. 1094 3-30-1903

PENNSYLVANIA RAILROAD COMPANY.

P. B. & W. R. R. N. C. R. W. J. & S. R. R.

PHILADELPHIA, *July 29th, 1904.*

Mr. R. BELL,
Supt. Rochester Div.

DEAR SIR: On your terminal interchange C. T. 1016A report, dated July 23rd, 1904, shows initials and numbers of Cars as given below, which are incorrect. Please return this form, giving correct initials and numbers.

Yours, truly,

R. M. PATTERSON,
[*Gen'l Supt. Transportation.*]
Supt. Freight Transportation.

Errors.							Reply here.					
Car.	Initials.	Kind.	Car number.	From—	To—	Date.	Correct initials.	Kind.	Correct car number.	From—	To—	Date.
70th . .	F. C. Co.....	G	88	P.R.R.	N.Y.C. & H.....	7/23	Fayette Coal Co.....	G	88	P.R.R.	N.Y.C. & H.....	7/23

Please give full name of road.

(Stamp.)

Address Reply to
B 7
Car Record Office

PETITIONER'S EXHIBIT 611-F.

FORM A. F. A. 6. COPYING INK.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co.

JOINT LOCAL WAYBILL.

FROM *Rochester* TO *Norwood, N. Y.* DATE *7 22 04.*

Route.	Via junction.	Via junction.	Via junction.	Via junction.	Via junction.
	Syracuse with R W & O R'y.	with ..... R'y.	with ..... R'y.	with ..... R'y.	with ..... R'y.

Gross, tare and net weight of car load freight to be entered in this space where the car is weighed.

Weigh this car at ..... Marked capacity of car ..... lbs.

Stop this car at ..... for .....

Weighed at .....

Gross .....

Tare .....

Net .....

* When a through rate is used and the shipment is to be re-way-billed en route, the subdivisions must be shown in the rate column in road order it accrues. Note—Division of earnings not to be shown on this waybill.

Consignor, connecting line reference, original car & waybill number, & point of shipment.	Marks, consignee and destination.	No. of pkgs.	Articles and classification conditions (O. R., C. R., Rel., Gtd., etc.)
Erie Ry. Jct.	R. S. Beeman		
P. R. R.		1	Tk gas oil
25184	c/o Bur. Light & P. Co.		
7/22	Burlington, Vt.		

Rubber stamped.

Rutland Railroad Co.
Abstracted
Jul 23 1904
at
Norwood, N. Y.

Rubber stamped.

Rome, Watertown & Ogdensburg R. R.
N. Y. C. & H. R. R. R. Co., Lessee,
Jul 28 1904
Norwood
Reports

Stamped on back as follows.

N. Y. C. & H. R.
Received
Jul 24, 190[illegible]
Norwood

PETITIONER'S EXHIBIT 611-F.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co.

C. H. S. 3-23-04-100M.

JOINT LOCAL WAYBILL.

FROM *Rochester* TO *Norwood, N. Y.* DATE *7 22 04.*

Waybill { Series 5757. / No .....

n.	Via junction.	Via junction.
R'y.	with ..... R'y.	with ..... R'y.

pacity of car ..... lbs.

r .....

Gross, tare and net weight of car load freight to be entered in this space where the car is weighed.

Weighed at .....

Gross .....

Tare .....

Net .....

Car int. U. T. L. Car No. 5872.

Transferred ..... 190 ..., into

int ..... No ..... at .....

Transferred ..... 190 ..., into

int ..... No ..... at .....

y-billed en route, the subdivisions must be shown in the rate column in road order, noting opposite each proportion, the initial of the road to which ybill.

nee and destination.	No. of pkgs.	Articles and classification conditions (O. R., C. R., Rel., Gtd., etc.)	Weight.	Rate and authority.	Freight charges.	Advances in detail.	Prepaid.	
	1	Tk gas oil		W K 201				
o.			52,774	9	47.50 S G O		47.50	

amped.

Ogdensburg R. R.
. R. Co., Lessee,
1904
ood
rts

Stamped on back as follows.

N. Y. C. & H. R. R. R.
Received
Jul 24, 1904
Norwood

PETITIONER'S EXHIBIT 611-G.

Form No. A. D. 203. 75m.

RUTLAND RAILROAD COMPANY.

LOCAL WAYBILL FROM *Norwood, N. Y.*, TO *Burlington, Vt.*, VIA ....., *July 28, 1904.*

Insert authority for rates, giving No. of tariff, or special, as the case may be.

Leave this space blank for binding purposes.

Consignor.	Consignee and destination.	No. and description of articles.	Weight.	Author... rate.
Roch 5757 7/22.	R. S. Beeman, c o Burl. L. & P. Co. *2104.* *Rec'd on pro 2084.*	Gas oil.	52,774	

Rubber stamped:

Rutland Railroad.
Received
Jul. 28, 1904.
Burlington, Vt.

PETITIONER'S EXHIBIT 611-G.

RUTLAND RAILROAD COMPANY.

Waybill No. 249.

ILL FROM *Norwood, N. Y.*, TO *Burlington, Vt.*, VIA ....., *July 28, 1904.*

Car { Initial U T L / Number 5872.

Insert authority for rates, giving No. of tariff, or special, as the case may be.

ee and destination.	No. and description of articles.	Weight.	Authority for rate.	Rate.	Freight.	Advanced charges.	Prepaid.	Total to pay.	Prepaid beyond.
irl. L. & P. Co.	Gas oil.	52,774		M.	23.00			23.00	
Rec'd on pro 2084.									

Rubber stamped:

Rutland Railroad.
Burlington, Vt.

PETITIONER'S EXHIBIT 611-H.

Form No. AD 222-12-'03 T.

Agents are not to deliver any freight to consignee until a receipt for the same is taken.

Agents must file these receipts in numerical order, according to expense-bill numbers.

Expense Bill No. 2104.

BURL. STATION, *7/28, 1904.*

M R. S. BEEMAN

Received of the Rutland Railroad Company, in good order (or condition noted), the following-described property: From Norwood via .....

Car initial U. T. L. No. 5872. Waybill No. 249. Date: 7/28, 1904.

Articles.		Weight.	Charges.
Gas oil.....		52,774	23.00
Rec'd on pro. 2084.			
Delivered by.....	Signature of consignee or authorized agents:	Advances..	
Date delivered: July 29, 1904.	S. O. Co. E	Total....	

PETITIONER'S EXHIBIT 612.

(Stamped:) R 8085.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co., WESTERN DIVISION.

Rate Order No. W. K. 201.

(This number must be entered on way-bill.)

BUFFALO, N. Y., *January 1, 1904.*

FREIGHT AGENT, *Rochester.*

Charge the following rates account of *Shippers.*

Oil, carloads, to—	(In cents per 100 lbs.)
Wilson, Williamson, Wolcott, Red Creek & Fulton	10
All stations on R. W. O. Div. Oswego and east	12½
Norwood (when for Rutland R. R. points and beyond)	9
Malone, Saranac Lake, Partlow and Beaver River	15
Fulton Chain, Clearwater, Long Lake West, Piercefield, Tupper Lake Junction, Paul Smiths, Constable	20
Oil, in barrels, half barrels, and cases, carloads, to—	
Charlotte, N. Y.	3

(No switching charge to be absorbed out of above rate.)

Expires December 31, 1906, unless sooner revoked.

EDWIN H. CROLY,
Division Freight Agent.

MINIMUM CHARGE.

If no minimum charge is specified above, the minimum charge will be in accordance with the current class rate tariff and official classification.

H.D.C. 2 Agent, S.K. A.S.G. H.F.W.

Not to be posted.

PETITIONER'S EXHIBIT 613-A.

Form 637. C. H. S. 12M. 10-5-04.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO., WESTERN DIVISION.

Rate Order No. W. L. 219.

(This number must be entered on way-bill.)

BUFFALO, N. Y., *January 1st, 1905.*

FREIGHT AGENT, *Rochester:*

Charge the following rates account of *Shippers.*
Cancelled 3/16.

Oil, carloads, to—	(In cents per 100 lb.)
Wilson, Williamson, Wolcott, Red Creek & Fulton	10
All stations on R. W. & O. Division, Oswego and east	12½
Norwood (when for Rutland R. R. points and beyond)	9
Malone, Saranac Lake, Partlow & Beaver River	15
Fulton Chain, Clearwater, Long Lake West, Piercefield, Tupper Lake Junction, Paul Smiths, Constable	20
Oil, in barrels, half barrels and cases, carloads, to—	
Charlotte, N. Y.	3
(No switching charge to be absorbed out of above rate.)	
Lubricating oil, in barrels, less carloads, to—	
Watertown and Brownville	25
Piercefield	30

Expires December 31, 1905, unless sooner revoked.

EDWIN H. CROLY,
Division Freight Agent.

PREPAYMENT.

Special rates in favor of consignees shall not be applied where charges are prepaid by shippers.

MINIMUM CHARGE.

If no minimum charge is specified above, the minimum charge will be in accordance with the current class rate tariff and official classification.

I. H. H. 3 Agent. A. N. A. S. G. F. L. W. 3473.

Not to be posted.

PETITIONER'S EXHIBIT 613-B.

Form 637. C. H. S. 12M. 10-5-04.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO., WESTERN DIVISION.

Rate Order No. W. L. 691.

(This number must be entered on way-bill.)

BUFFALO, N. Y., *March 16, 1905.*

FREIGHT AGENT, *Rochester:*

Cancelled 10/2.

Charge the following rates account of *Shippers.*

(In cents per 100 lbs.)

Oil, carloads, to:	
Wilson, Williamson, Wolcott, Red Creek & Fulton	10
All stations on R. W. & O. Division, Oswego and east	12½
Norwood (when for Rutland R. R. points and beyond)	9
Adirondack Division Constable and south thereof	~~20~~ C/n 6/13 16c.
Oil, in barrels, half barrels and cases, carloads, to:	
Charlotte, N. Y.	3
(No switching charge to be absorbed out of above rate.)	
Lubricating oil, in barrels, less carloads, to:	
Watertown and Brownville	25
Piercefield	30

Expires December 31, 1905, unless sooner revoked.

EDWIN H. CROLY,
Division Freight Agent.

PREPAYMENT.

Special rates in favor of consignees shall not be applied where charges are prepaid by shippers:

MINIMUM CHARGE.

If no minimum charge is specified above, the minimum charge will be in accordance with the current class-rate tariff and official classification.

I. H. H. 3. Agent. A. N. A. S. G. F. L. W. 3473.

Not to be posted.

~~20~~ Stricken through in original.

PETITIONER'S EXHIBIT 613-C.

Form 637. C. H. S. 12M. 10-5-04.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO., WESTERN DIVISION.

Rate Order No. W. L. 851.

(This number must be entered on way-bill.)

(Effective October 2nd.)

BUFFALO, N. Y., *September 30th, 1905.*

FREIGHT AGENT, *Rochester, N. Y.:*

Charge the following rates account of *Shippers:* *553.

Petroleum and petroleum products, carloads, to:
Norwood, N. Y..... 9 cents per 100 lbs.

Expires December 31, 1905, unless sooner revoked.

EDWIN H. CROLY,
Division Freight Agent.

PREPAYMENT.

Special rates in favor of consignees shall not be applied where charges are prepaid by shippers.

MINIMUM CHARGE.

If no minimum charge is specified above, the minimum charge will be in accordance with the current class rate tariff and official classification.

I. H. H. 3 Agent. A. N. F. L. W. File 3473 (W. S. K. 93071).

Not to be posted.

---

* Inclosed in circle in copy.

PETITIONER'S EXHIBIT 613-D.

C. H. S. 10-12-05. 12M.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO., WESTERN DIVISION.

Rate Order No. W. M. 553.

(This number must be entered on way-bill.)

BUFFALO, N. Y., *January 1st, 1906.*

FREIGHT AGENT, *Rochester:*

Charge the following rates account of *Shippers:*

Petroleum and petroleum products, carloads, to:
Norwood, N. Y..... 9 cents per 100 lbs.

Expires December 31, 1906, unless sooner revoked.

EDWIN H. CROLY,
Division Freight Agent.

PREPAYMENT.

Special rates in favor of consignees shall not be applied where charges are prepaid by shippers.

MINIMUM CHARGE.

If no minimum charge is specified above, the minimum charge will be in accordance with the current class rate tariff and official classification.

I. H. H. 3 Agent. A. N. F. L. W. File 3473-34011.
W. S. K. 93071.

Not to be posted.

(Written across face:) Cancelled 5/11.

PETITIONER'S EXHIBIT 613-E.

C. H. S. 1-27-06-6M.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co., WESTERN DIVISION.

Rate Order No. W. M. 638.

(This number must be entered on [illegible]-bill.)

BUFFALO, N. Y., *May 11th, 1906.*

FREIGHT AGENT, *Rochester:*

Charge the following rates account of *Shippers:*

Petroleum and petroleum products, carloads, to:
Stations on western division west of Rochester..... Fifth-class rates.
When shipped in barrels the minimum weight will be 60 barrels per car, estimated weight 400 lbs. per barrel.
When shipped in tank cars, actual capacity of tank will be charged for, estimated weight $6\frac{4}{10}$ lbs. per gallon.

To:	(In cents per 100 pounds.)
Wilson, Williamson, Wolcott, Red Creek, Fulton, and Oswego	10
All stations on R. W. & O. division east of Oswego	$12\frac{1}{2}$
Oil in barrels, half barrels, and cases, carloads, to:	
Charlotte, N. Y.*	3
(* No switching charge to be absorbed out of this rate.)	
Lubricating oil in barrels, less carloads, to:	
Watertown and Brownville	25
Piercefield	30

Expires December 31, 1906, unless sooner revoked.

EDWIN H. CROLY,
Division Freight Agent.

PREPAYMENT.

Special rates in favor of consignees shall not be applied where charges are prepaid by shippers.

MINIMUM CHARGE.

If no minimum charge is specified above, the minimum charge will be in accordance with the current class-rate tariff and official classification.

I. H. H. 3 Agent. A. N. A. S. G. F. L. W.
Files 3473-34011. W. S. K. 93071.

Not to be posted.

PETITIONER'S EXHIBIT 615.

Aty. 1079

I. C. C. No. A-18.

(E. C. SMITH AND CHAS. M. HAYS, RECEIVERS.)

CENTRAL VERMONT RAILROAD.

Interstate freight tariff,

No. Y. 7.

Applying on
Lubricating Oil, in wood
(carloads, 60 barrels),
from

NORWOOD, N. Y.,

to

BURLINGTON, VT.,

Rate, $23.00 per car.

This rate must not be exceeded to intermediate points in the direct line.

Above rate must not be exceeded between intermediate interstate points in same direction.

St. Albans, Vt., April 8th, 1896. Effective April 15th, 1896.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein, and constitute a part of the total charges to be collected by the carrier, on the property. Except, however, when in conflict with rules of car-service associations at destination, in which case the Car Service Regulations shall prevail.

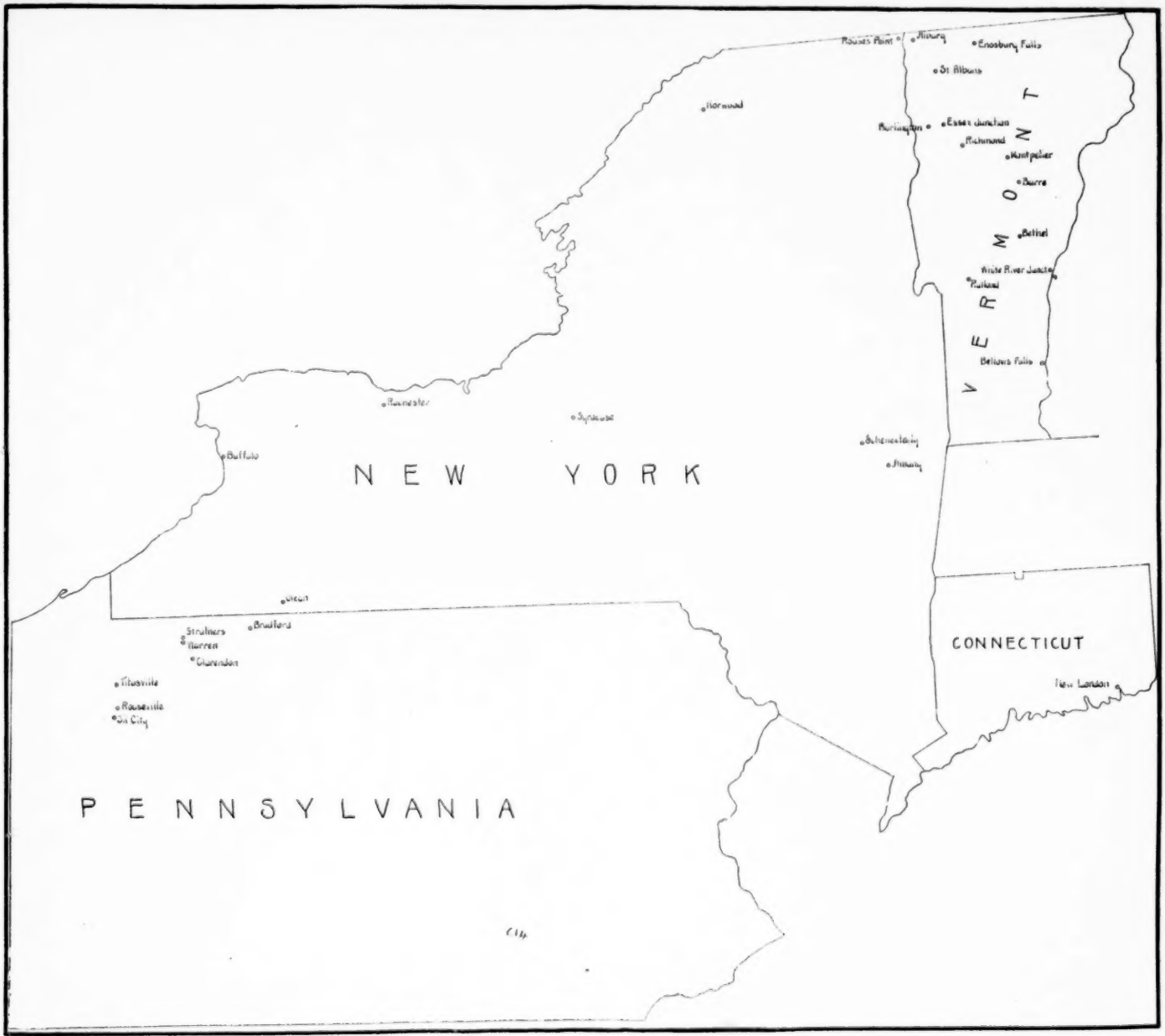
E. A. CHITTENDEN,
General Freight Agent.
GEO. CASSIDY,
Asst. General Freight Agent.

(Stamp:) I. C. C. No. A-18.
(Stamped across face:)

Cancelled by I. C. C. No. 1436, Rutland R. R.
Effective 12/6/1905.

(Stamp:)
Auditor's Office.
225473
Apr. 10 1896
Interstate
Commerce Commission.

PETITIONER'S EXHIBIT 614.



PETITIONER'S EXHIBIT 616.

Form T. M. D. 216. 1M—3-15-'97.

THE OGDENSBURG & LAKE CHAMPLAIN R. R. Co.,

CHARLES PARSONS, RECEIVER.

I. C. C. No. 33. To be posted.

Commodity tariff No. 20.

Oil, in tank cars.

Norwood to Rutland, $28.00 per car.

Norwood to Bellows Falls, $30.00 per car.

Above rates apply via Burlington only.

In connection with Central Vermont R. R., E. A. Chittenden, G. F. A.
Rutland R. R., E. B. Aldrich, G. F. A.

This rate must not be exceeded between intermediate interstate points in the same direction.

Issued Dec. 27th, 1897. Effective Jan. 1st, 1898.

FRANK OWEN,
Traffic Manager.

Officers of the above-named roads will certify to the Interstate Commerce Commission their concurrence in rates shown hereon.

R. L.

DIVISIONS. To be detached before posting.

Regular

Deduct $1.50 switching charge on shipments for Bellows Falls and report to Rutland R. R.

(Stamped across face:)

Cancelled by I. C. C. No. 1436,
Rutland R. R.
Effective Dec. 6, 1905.

(Stamp:)
Indexed.
10-18-1900
G. Q. H.

(Stamp:)
Auditor's Office.
Dec. 29 3978 1897
Interstate
Commerce Commission

PETITIONER'S EXHIBIT 617.

CENTRAL VERMONT RAILROAD.

Interstate freight tariff.

No. Y. 5.

(Cancelling Tariff No. Y. 4.)
1464

Applying on
Oil, in tank cars,
from

Norwood, N. Y.,

to

Burlington, Vt.

$23.00 per car.

Above rate must not be exceeded between intermediate interstate points in same direction.

St. Albans, Vt., Jany. 6th, 1893. Effective Jany. 11th, 1893.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein, and constitute a part of the total charges to be collected by the carrier on the property. Except, however, when in conflict with rules of car-service associations at destination, in which case the Car-Service Regulations shall prevail.

E. A. CHITTENDEN,
General Freight Agent.
GEORGE CASSIDY,
Ass't General Freight Agent.
L. A. EMERSON,
Freight Traffic Manager.

(Stamped on face:)
Freight tariff files.
No. 1479.
Auditor's Office.

(Stamped on face:)

Cancelled by I. C. C. No. 1436,
Rutland R. R.
Effective 12/6, 1905.

(Stamp:)
Auditor's Office.
Jan. 9
97156
1893
Interstate
Commerce Commission

PETITIONER'S EXHIBIT 618.

DEPARTMENT OF COMMERCE AND LABOR.

BUREAU OF CORPORATIONS.

Washington.

Name of railroad: Rutland Railroad.

Rates on petroleum, petroleum products, etc., in effect December 15, 1904. From Norwood, N. Y.

To—	Miles.	Rates in cents per hundred pounds.								Remarks. (Note: In this column give any necessary explanation for basis of rates. If any changes have been made in rates on refined petroleum since December 15, 1904, show the present rates.)
		Refined petroleum and its products					Crude petroleum CL.	Lard and linseed oil.		Fifth-class.	
		CL.	LCL.	If to point on foreign road, indicate junction point via which it applies.	If combination of rates, show rate to junction point as indicated. CL.	If combination of rates, show rate to junction point as indicated. LCL.		CL.	LCL.		
Alburgh.....Vt.a	97	27	35	.....	.....	.....	Same as refined.	15	27	15	
Arlington .... "	242	33	40	.....	.....	.....		18½	33	18½	
Bellows Falls. "b	254	33	40	.....	.....	.....		18½	33	18½	
Bennington .. "	259	33	40	.....	.....	.....		18½	33	18½	
Burlington ... "a	134	33	40	.....	.....	.....		18½	33	18½	
Charlotte..... "c	146	33	40	.....	.....	.....		18½	33	18½	
Danby ..... "	219	33	40	.....	.....	.....		18½	33	18½	
Ferrisburg ... "c	153	33	40	.....	.....	.....		18½	33	18½	
Grand Isle ... "a	117	29	37	.....	.....	.....		17	29	17	
Manchester... "	233	33	40	.....	.....	.....		18½	33	18½	
Middlebury... "c	168	33	40	.....	.....	.....		18½	33	18½	
Orwell..... "	188	33	40	.....	.....	.....		18½	33	18½	
Rutland..... "c	201	33	40	.....	.....	.....		18½	33	18½	
Shaftsbury... "c	247	33	40	.....	.....	.....		18½	33	18½	
Shelburne.... "c	141	33	40	.....	.....	.....		18½	33	18½	
Vergennes.... "c	155	33	40	.....	.....	.....		18½	33	18½	

a $23.00 per car—tank cars—about 5¢ per 100 lbs.d
b $30.00 " " " " " 7 "
c $28.00 " " " " " 6 "

(Signature): GEO. CASSIDY,
G. F. A.
(Title of officer.)

Date, October 30th, 1905.

On original exhibit the word "miles" at the head of second column, and the figures thereunder, are in ed ink.

d The words and figures { " —about 5¢ per 100 lbs. / " — " 6 " " / " — " 7 " " } are in pencil.

(Rubber stamped:)

Bureau of Corporations.
Received
Nov. 2, 1905.
Department of
Commerce and Labor.

PETITIONER'S EXHIBIT 619.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

FREIGHT TARIFF BUREAU.

Grand Central Station.

NEW YORK, N. Y., *Apr. 30, 1904* ..... 190..

No. 42571.

To the INTERSTATE COMMERCE COMMISSION,
Washington, D. C.

This is to certify that the New York Central & Hudson River Railroad Co. assents to and concurs in the publication and filing of the schedule described below and hereby makes itself a party thereto.

Title and number: I. C. C. No. S–459.
Date of issue: ----------
Date effective: April 10, 1904.
Issued by: E. T. Johnson, D. T. A., Penn. R. R.

W. S. KALLMAN,
Chief of Tariff Bureau.
Per E. F. RILEY.

Stamped on face in oval-shaped border:

Auditor's Office
Received,
* May 3, 1904, *
Interstate Commerce Commission.

I. C. C.–S. No. 459

To be posted in each freight station as required by law.

Joint Through Tariff
on
Petroleum and its Products,
in carloads and less carloads.

PENNSYLVANIA RAILROAD COMPANY

In connection with

NEW YORK CENTRAL & HUDSON RIVER R. R. BOSTON & ALBANY R. R.
RUTLAND RAILROAD

from

Olean, N. Y.

to

NEW YORK CENTRAL & HUDSON RIVER R. R. BOSTON & ALBANY R. R.
RUTLAND RAILROAD

Stations named within.

Route: In accordance with agreed percentages and as designated within.

This tariff does not expire with calendar year, but will remain in force until superseded or withdrawn.

Issued March 23, 1904, by Taking effect April 10, 1904.

EDWARD T. JOHNSON,
Division Freight Agent,
Buffalo & Allegheny Valley Division, P. R. R.,
Buffalo, N. Y.

GEO. D. DIXON,
Freight Traffic Manager, P. R. R., Philadelphia, Pa.

E. P. BATES,
General Freight Agent, P. R. R., Philadelphia, Pa.

ROB'T. C. WRIGHT,
Asst. Gen. Freight Agent, P. R. R., Philadelphia, Pa.

File No. 21870.
N. Y. C. & H. R. R. R. File No. F-2488.

(Stamped across face:)

Cancelled by-I. C. C. No. 8811.
Effective 2-21, 1906.

(Stamp:)

Mar. 24. Auditor's Office. 17527. Interstate Commerce Commission. 1904.

(Stamp:)

Indexed.
Apl. 7, 1904.
G. I. T.

PETITIONER'S EXHIBIT 619—Continued.

RULES AND REGULATIONS GOVERNING SHIPMENTS OF PETROLEUM AND ITS PRODUCTS.

The rates quoted in this tariff will be subject to the following rules and conditions, which will apply to carload shipments, in wood or tanks, of crude and fuel oil, crude naphtha, crude and refined petroleum, and the products of petroleum, such as lubricating oil, benzine, naphtha, gasoline and paraffine, paraffine wax, and tar or residuum:

The minimum carload of barrels or cases will be 24,000 pounds.

The minimum carload of tank cars will be the full capacity of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following weights will apply to barrels or cases:

The weight of barrels will be computed at 400 pounds each.

The weight of half barrels will be computed at 235 pounds each when it is impossible to obtain actual weight at point of shipment.

Square cans completely cased, each case containing 10 gallons, will be computed at 80 pounds per case. Cases other than those described above containing lubricating oil, in glass or tin, actual gross weight.

Mixed carloads of oil, in barrels and cases, will be taken at the rates named in this tariff, based on the above weights.

When less than the aforesaid minimum carloads are shipped, the less than carload rates will be charged as per merchandise tariffs and official classification. In no case, however, will less than a carload from one consignor to one consignee and destination be charged more than a full carload.

This company does not furnish tank cars. When they are furnished by shippers, this company will pay $\frac{3}{4}$ of one cent per mile run each way over its own road and will return the empty car to point of shipment without charge.

Shipments at these rates are entirely at owner's risk of leakage and loss or damage by fire.

Petroleum and its products in tank cars will be delivered only when consigned to parties at points at which they have proper unloading facilities, and when shipments in tank cars are sent to parties who have not such facilities the shipments will be returned to shippers at their risk and expense.

Rates named in this tariff are for transportation in carloads between original points of shipment and destinations and do not permit of any stop en route to unload any part of the lading.

The rates named herein are subject to change without notice except as required by law.

Rates to intermediate stations must not exceed the rates to the next station of greater distance on the same railroad.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof for delay beyond forty-eight hours in loading or unloading

will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property, except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

EXPLANATION OF REFERENCE MARKS.

* Waybill to East Cambridge, Mass.

Petroleum and its products, in carloads, from Olean, N. Y., to the following stations on Boston & Albany R. R.

[19 cents per 100 pounds.]

Route: Via Rochester, N. Y., N. Y. C. & H. R. R. R. and West Albany, N. Y.

To—		To—		To—	
Adams	Mass.	Fairfield	Mass.	Palmer	Mass.
Ashland	"	Ghent	N. Y.	Pittsfield	"
Athol	"	Gilbertville	Mass.	Pulvers	N. Y.
Auburndale	"	Greenwich	"	Renfrew	Mass.
Baldwinville	Mass.	Greenwich Village	"	Richmond	"
Barre Plains	"	Hinsdale	Mass.	Richmond Furnace	"
Barretts Junction	"	Holliston	"	Rochdale	"
Becket	"	Howarths	"	Russell	"
Berkshire	"	Hudson Upper	N. Y.	Saxsonville	Mass.
Bondsville	"	Huntington	Mass.	South Athol	"
Boston	"	Indian Orchard	Mass.	South Framingham	"
Braggville	"	Jamesville	Mass.	South Spencer	"
Brighton	"	Ludlow	Mass.	Southville	"
Brookfield	"	Maple Grove	Mass.	Spencer	"
Brookline	"	Mellenville	N. Y.	Springfield	"
Brookview	N. Y.	Metcalfs	Mass.	State Line	"
*Cambridgeport	Mass.	Middlefield	"	Templeton	Mass.
Canaan	N. Y.	Millbury	"	Thorndike	"
Charlton	Mass.	Milford	"	Three Rivers	"
Chatham Centre	N. Y.	Mitteneague	"	Van Hoesen	N. Y.
Chatham	"	Natick	Mass.	Ware	Mass.
Cheshire	Mass.	Newton	"	Warren	"
Chester	"	Newton Centre	"	Washington	"
Claverack	N. Y.	Newton Lower Falls	"	Waterville	"
Coldbrook	Mass.	New Salem	"	Webster	"
Colteville	"	Niverville	N. Y.	Wellesley	"
Collins	"	North Adams	Mass.	Westboro	"
Cordaville	"	North Brookfield	"	West Brookfield	"
Dalton	Mass.	North Dana	"	West Brimfield	"
East Boston	Mass.	North Grafton	"	Westfield	"
East Brookfield	"	North Oxford Mills	"	West Newton	"
East Cambridge	"	North Wilbraham	"	West Pittsfield	"
East Chatham	N. Y.	Old Furnace	Mass.	West Warren	"
East Holliston	Mass.	Oak Street	"	Williamsville	"
Enfield	"			Winchendon	"
				Worcester	"

PETITIONER'S EXHIBIT 619—Continued.

STATIONS ON ROME, WATERTOWN & OGDENSBURG DIVISION, N. Y. C. & H. R. R. R.

Route: In accordance with agreed percentages.

To—	In cents per 100 pounds.	To—	In cents per 100 pounds.	To—	In cents per 100 pounds.
Sodus.....N. Y.	20½	Morristown.....N. Y.	26½	Clayton.....N. Y.	25½
Wolcott..... "	21½	Norwood..... "	26½	Watertown.... "	25½
Cape Vincent.... "	26½	Ogdensburg.... "	26½	Carthage..... "	26½

On—	From—	To—	Rate in cents per 100 pounds.		Route.
			In carloads.	In less carloads.	
Petroleum and its products.	Olean, N. Y..	Grimesville....N. Y. Looneyville.... " Wende..... " Crittenden..... " Corfu..... " W. Batavia.... " Batavia..... " Byron..... " Bergen..... " Churchville.... " Chili..... " Attica..... " Alexander..... "	.....	16½	Via Buffalo and N. Y. C. and H. R. R. R.
Petroleum and its products.	Olean, N. Y..	Malone.....N. Y.	26½	.....	Via Buffalo, N. Y., N. Y. C. & H. R. R. R., Norwood and Rutland R. R.
Petroleum and its products.	Olean, N. Y..	Corning.....N. Y.	10½	.....	Via Rochester, N. Y., and N. Y. C. & H. R. R. R.

PETITIONER'S EXHIBIT 620.

TABLE III.—*Comparison of rate combination based on Rochester from Olean to New York State points, with published through rates from Olean and competitive refining points.*

Destination.	Rate from Olean, using 9-cent a barrel rate, Olean to Rochester in combination with unfiled rate, Rochester to destination.			Filed through rate, Olean to destination.		Difference.	Published through rate, Bradford, Struthers, Warren, Oil City, Rouseville, & Titusville to destination.	
	Olean to Rochester.	Rochester to destination.	Total combined rate.	Rate	Authority.	Cents per 100 lbs.	Rate	Authority.
	Cents per 100 lbs.							
Fulton	2.8	10	12.8	[a] 18½	P.R.R.,I.C.C. S.461	5.7	[a] 18½	P.R.R.,I.C.C. S.460.
Oswego	2.8	12½	15.3	[a] 18½	" " "	3.2	[a] 18½	" " "
Wolcott	2.8	10	12.8	21½	" " S.459	8.7	24	" " S.458.
Carthage	2.8	12½	15.3	26½	" " "	11.2	26½	" " "
Clayton	2.8	12½	15.3	26½	" " "	11.2	26½	" " "
Watertown	2.8	12½	15.3	26½	" " "	11.2	26½	" " "
Ogdensburg	2.8	12½	15.3	26½	" " "	11.2	26½	" " "
Norwood	2.8	[b] 12½	15.3	26½	" " "	11.2	26½	" " "
Malone	2.8	15	17.8	26½	" " "	8.7	26½	" " "
Williamson	2.8	10	12.8	.....	.....	.....	[d] 24	D. A. V. & P. R. R I.C.C.407.
Wilson	2.8	10	12.8	.....	.....	.....	[d] 24	D. A. V. & P. R. R I.C.C.407.
Red Creek	2.8	10	12.8	.....	.....	.....	[d] 24	D. A. V. & P. R. R I.C.C.407.

[a] Reduced 4/13/05 to 15½c.
[b] Local rate for shipments destined to points beyond a 9c. rate was in effect.
[d] Applying only from Irvineton, No. Warren, Titusville and Warren. See D. A. V. & P., I.C.C.407.
General Note: Tariffs P.R.R.,I.C.C. S.461, S.459, S.460, S.458 } All effective April 10, 1904.
D A. V. & P , I.C.C. 407 effective Dec. 28, 1903.

PETITIONER'S EXHIBIT 621.

Comparison of published rates on petroleum and its products, carloads, to points on the Boston and Maine Railroad with the Boston rates.

Rates effective December 15, 1904, in cents per hundred pounds.

From.....	Toledo, O.		Cleveland, O.		Oil City, Pa.		Basis on which published rates were made. Arbitraries over Boston rates per 100 lbs.
To—	Pub. rate.	Boston rate.	Pub. rate.	Boston rate.	Pub. rate.	Boston rate.	
Arlington, Mass	30.5	27	27.5	24	27	23.5	3½c.
Beverly, "	33	27	30	24	29.5	23.5	6 c.
Biddeford, Me	38	27	35	24	34.5	23.5	11 c.
Bristol, N. H	35.5	27	32.5	24	32	23.5	8½c.
Dover, "	37	27	34	24	33.5	23.5	10 c.
East St. Johnsb'y, Vt	42.5	27	39.5	24	39	23.5	15½c.
Franklin, N. H	34	27	31	24	30.5	23.5	7 c.
Highgate, Vt	44	27	41	24	40.5	23.5	17 c.
Lawrence, Mass	35	27	32	24	31.5	23.5	8 c.
Lowell, "	35	27	32	24	31.5	23.5	8 c.
Lunenburg, Vt	43	27	40	24	39.5	23.5	16 c.
Lynn, Mass	31	27	28	24	27.5	23.5	4 c.
Manchester, "	34	27	31	24	30.5	23.5	7 c.
Portland, Me	37	27	34	24	33.5	23.5	10 c.
Portsmouth, N. H	37	27	34	24	33.5	23.5	10 c.
Plymouth, "	37	27	34	24	33.5	23.5	10 c.
Rochester, "	37	27	34	24	33.5	23.5	10 c.
Salem, Mass	32	27	29	24	28.5	23.5	5 c.
Somerville, "	30	27	27	24	26.5	23.5	3 c.
Windham, N. H	31	27	28	24	27.5	23.5	4 c.

Above rates published in Lake Shore and Michigan Southern Railway Joint Freight Tariff I. C. C. No. A-1353, effective November 2, 1903.

Amendment No. 19 to I. C. C. No. A-1353, effective June 6, 1906, made the Boston rates, named above, apply to all points, excepting that to East St. Johnsbury, Highgate, and Lunenburg the rate was made 24 cents from Oil City, the same as from Cleveland.

Joint Freight Tariff I. C. C. No. A-1915, effective January 1, 1907, which cancelled I. C. C. No. A-1353 made the following rates to all the above points:

From Toledo, 24½ cents.

From Cleveland, 22½ cents.

From Oil City 19 cents, excepting to East St. Johnsbury, Highgate, and Lunenburg, to which point the rate from Oil City was made 22½ cents, the same as from Cleveland.

PETITIONER'S EXHIBIT 622.

Comparison of published rates on petroleum and its products, carloads, to points on the Maine Central Railroad with the Boston rates.

Rates effective December 15, 1904, in cents per hundred pounds.

From..... / To—	Toledo, O.		Cleveland, O.		Oil City, Pa.		Basis on which published rates were made. Arbitraries over Boston rates per 100 lbs.
	Pub. rates.	Boston rates.	Pub. rates.	Boston rates.	Pub. rates.	Boston rates.	
Cumberland Jct., Me	41	27	38	24	38	24	14 c.
Cumberland Mills, "	40	27	37	24	37	24	13 c.
Auburn, Me	42	27	39	24	39	24	15 c.
Bath, "	45	27	42	24	42	24	18 c.
Brunswick, "	42	27	39	24	39	24	15 c.
Danville Junction, "	44	27	41	24	41	24	17 c.
Freeport, "	45	27	42	24	42	24	18 c.
Lisbon Falls, "	43.5	27	40.5	24	40.5	24	16½c.
New Castle, "	47	27	44	24	44	24	20 c.
New Gloucester, "	43	27	40	24	40	24	16 c.
Rockland, "	47	27	44	24	44	24	20 c.
South Windham, "	42	27	39	24	39	24	15 c.
Steel Falls, "	44.5	27	41.5	24	41.5	24	17½c.
Conway Centre, N. H	45	27	42	24	42	24	18 c.
Lancaster, "	45	27	42	24	42	24	18 c.
Beecher Falls, Vt	50	27	47	24	47	24	23 c.
Guildhall, "	49	27	46	24	46	24	22 c.
Sawyerville, Que	50	27	47	24	47	24	23 c.

Above rates published in Lake Shore and Michigan Southern Railway Joint Freight Tariff I. C. C. No. A-1353, effective November 2, 1903

Amendment No. 32 to I. C. C. No. A-1353, effective October 15, 1906, made the Boston rates, named above, apply to all points excepting to New Castle, Rockland, Lancaster, Beecher Falls, Guildham and Sawyerville; to these points the rate was made 27 cents from Toledo, Cleveland and Oil City.

Joint Freight Tariff, I. C. C. No. A-1915, effective January 1, 1907, which cancelled I. C. C. No. A-1353, provided for the following rates to Boston, viz: From Toledo 24½ cents, from Cleveland 22½ cents, and from Oil City 19 cents, with the Cleveland rate of 22½ cents as the minimum rate from Oil City to the above points, excepting to Sawyerville, to which point the Toledo rate of 24½ cents was made the minimum rate from Cleveland and Oil City.

PETITIONER'S EXHIBIT 623.

Comparison of published rates on petroleum and its products, carloads, to points on the New York, New Haven and Hartford Railroad with the Boston rates.

Rates effective December 15, 1904, in cents per hundred pounds.

To—	From.....	Toledo, O.		Cleveland, O.		Oil City, Pa.		Basis upon which the published rates were made.
		Pub. rate.	Boston rate.	Pub. rate.	Boston rate.	Pub. rate.	Boston rate.	
Ansonia,	Conn.....	34	27	31	24	28.5	23.5	N. Y. rate, plus 9c.
Attleboro,	Mass.....	33	27	30	24	29.5	23.5	Bos'n rate, plus 6c.
Bridgeport,	Conn.....	31	27	28	24	25.5	23.5	N. Y. rate, plus 6c.
Bristol,	R. I.....	37	27	34	24	33.5	23.5	Bos'n rate, plus 10c.
Brockton,	Mass.....	32	27	29	24	28.5	23.5	Bos'n rate, plus 5c.
Danbury,	Conn.....	34	27	31	24	28.5	23.5	N. Y. rate, plus 9c.
East Prov. Wharf,	R. I.....	33	27	30	24	29.5	23.5	Bos'n rate, plus 6c.
Fall River,	Mass.....	35	27	32	24	31.5	23.5	Bos'n rate, plus 8c.
Great Barrington,	"	32	27	29	24	28.5	23.5	State L. rate, plus 5c.
Hartford,	Conn.....	32	27	29	24	28.5	23.5	Springf. rate, plus 5c.
Lee,	Mass.....	36	27	33	24	30.5	23.5	N. Y. rate, plus 11c.
New Bedford,	"	36	27	33	24	32.5	23.5	Bos'n rate, plus 9c.
New Haven,	Conn.....	32	27	29	24	26.5	23.5	N. Y. rate, plus 7c.
New Britain,	"	33	27	30	24	29.5	23.5	Springf. rate, plus 6c.
Newport	R. I.....	37	27	34	24	33.5	23.5	Bos'n rate, plus 10c.
Norwich,	Conn.....	39	27	36	24	33.5	23.5	N. Y. rate, plus 14c.
Pittsfield,	Mass.....	35	27	32	24	29.5	23.5	N. Y. rate, plus 10c.
Providence,	R. I.....	33	27	30	24	29.5	23.5	Bos'n rate, plus 6c.
Provincetown,	Mass.....	38	27	35	24	34.5	23.5	Bos'n rate, plus 11c.
Waterbury,	Conn.....	34	27	31	24	28.5	23.5	N. Y. rate, plus 9c.
Willimantic,	Conn.....	34	27	31	24	26.5	23.5	Springf. rate, plus 7c.

The above rates are arrived at by combination of rates to and from New York, State Line, Springfield and Boston.

Amendment No. 12, effective April 23, 1906, to Joint Freight Tariff I. C. C., No. A-1353, published by Lake Shore and Michigan Southern Railway, provided for Boston rates to the above points.

Joint Freight Tariff I. C. C., No. A-1915, effective January 1, 1907, which cancelled I. C. C. No. A-1333 published the following rates to all of the above points:

From Toledo, 24½ cents.
From Cleveland, 22½ cents.
From Oil City, 19 cents.

PETITIONER'S EXHIBIT 624.

Comparison of published rates on petroleum and its products, carloads, to points on the Central Vermont Railway with the Boston rates.

Rates effective December 15, 1904, in cents per hundred pounds.

From.. / To—	Toledo, O.		Cleveland, O.		Oil City, Pa.		Basis upon which the published rates were made.
	Pub. rates.	Boston rates.	Pub. rates.	Boston rates.	Pub. rates.	Boston rates.	
Alburgh.....Vt..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Barre.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Braintree.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Burlington.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Enosburg Falls.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Hartford.....“ ..	53	27	50	24	49.5	23.5	Palmer, Mass., rate, plus 26c.
Highgate Springs.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Middlesex.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Montpelier.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Northfield.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Randolph.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Richford.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Richmond.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Rouses Point.....N. Y..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
St. Albans.....Vt..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Waterbury.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Waterford.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Williamstown.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
Williston.....“ ..	56	27	53	24	50.5	23.5	N. Y. rate, plus 31c.
White River Jct.....“ ..	47	27	44	24	43.5	23.5	N. Y. rate, plus 31c. Palmer, Mass., rate, plus 20c.

The above rates are arrived at by combination of rates to and from New York and Palmer, Mass. using the third-class rates, as published in Central Vermont Railway Tariff, I. C. C. No. A-882, effective September 27, 1902.

Amendment No. 26, effective July 30, 1906, to Joint Freight Tariff I. C. C. No. A-1353, published by Lake Shore and Michigan Southern Railway, provided for the above rates to the above points, with exception that from Oil City the Cleveland rate of 24 cents was made the minimum.

Joint Freight Tariff I. C. C. No. A-1915, effective January 1, 1907, which cancelled I. C. C. No. A-1353, published the following rates to the above points:

From Toledo, 24½ cents.
From Cleveland, 22½ cents.
From Oil City, 22½ cents.

PETITIONER'S EXHIBIT 625.

Comparison of published rates on petroleum and its products, carloads, to points on the Rutland Railroad with the Boston rates.

Rates effective December 15, 1904, in cents, per hundred pounds.

From.. / To—	Toledo, Ohio.		Cleveland, Ohio.		Oil City, Pa.	
	Published rate.	Boston rate.	Published rate.	Boston rate.	Published rate.	Boston rate.
Alburgh.....Vt..	44	27	40.5	24	33	23.5
Burlington.....“ ..	44	27	40.5	24	33	23.5
Shelburn.....“ ..	44	27	40.5	24	33	23.5
Virgennes.....“ ..	44	27	40.5	24	33	23.5
Salisbury.....“ ..	44	27	40.5	24	33	23.5
Ferrisburg.....“ ..	44	27	40.5	24	33	23.5
Pittsford.....“ ..	44	27	40.5	24	33	23.5
Rutland.....“ ..	44	27	40.5	24	33	23.5
Bellows Falls.....“ ..	44	27	40.5	24	33	23.5
Wallingford.....“ ..	44	27	40.5	24	33	23.5
Manchester.....“ ..	44	27	40.5	24	33	23.5
Bennington.....“ ..	44	27	40.5	24	33	23.5

The above rates published in Lake Shore and Michigan Southern Railway Joint Freight Tariff I. C. C. No. A-1353, effective November 2, 1903.

Amendment No. 16, effective May 23, 1906, to the above tariff provided for Boston rates to all of the above points.

Joint Freight Tariff, I. C. C. No. A-1915, effective January 1, 1907, cancelled I. C. C. No. A-1353 and provided for the following rates to all of the above points:

From Toledo, 24½ cents.
From Cleveland, 22½ cents.
From Oil City, 19 cents.

PETITIONER'S EXHIBIT 626.

Number of cars shipped from Olean to specified destinations during the year 1904 (except May), as shown by waybills of Penna. R. R. from Olean; all these cars being billed to Rochester, Buffalo, or Genesee Junction and showing no rate or charges to those points.

(A) POINTS IN NEW YORK STATE.

Destination.	No. cars.	Destination.	No. cars.
Adams	20	Long Lake West	3
Albany	30	Lawrence	6
Auburn	7	Lonville	12
Arkville	2	Lackawanna	25
Black Rock	72	Lancaster	6
Benson Mines	2	Messena Springs	11
Booneville	12	Malone	28
Brockport	4	Macedon	3
Batavia	3	Mineto	1
Carthage	16	Montrose	1
Cherubusco	3	New York Mills	7
Camden	13	Niagara Falls	2
Catskill	20	Ogdensburg	33
Coring	16	Oswegatchie	5
Coxsackie	6	Oswego	3
Clifton Springs	10	Potsdam	21
Clayton	21	Pulaski	14
Cape Vincent	4	Paul Smiths	2
Clyde	1	Racquette Lake	4
DeKalb	1	Ravena	1
DeKalb Junction	6	Rome	1
Dundee	6	Saranac Lake	15
Depew	47	Solvay	9
Despatch	8	Schenectady	37
East Buffalo	1	Syracuse	19
Fulton Chain	6	Saugerties	7
Fort Covington	1	Tupper Lake	10
Gardner	1	Theresa	14
Geneva	4	Tonawanda	1
Gouverneur	17	Utica	18
Green Island	4	Watertown	37
Hinckley	1	Watkins	11
Hammond	5	Williamson	13
Highland Falls	1	West Nyack	14
Haverstraw	12	Wolcott	9
Harrisville	1	West Shokan	2
Ilion	3	Walden	6
Lockport	1	Wilson	1
Kingston	3		

(B) POINTS IN VERMONT.

Burlington	157	Rutland	29
Bellows Falls	9		

(C) POINTS IN CANADA.

Moncton	3	Brantford	1
Montreal	10	Berlin	1
Sarnia	8	Ottawa	1
Toronto	3	Markham	1
Hamilton	1	Kingston	1

PETITIONER'S EXHIBIT 627.

A. F. R.—49

[Copy]

635—9-17 1903
8 x 10½
24

PHILADELPHIA, *January 10th 1905.*

Standard Oil Co. of N. Y. Acme Wks. To the Pennsylvania Railroad Company, Dr.

1904.		
December	For freight charges on shipments of oil from—	
	Erie Ry. Junct. to Rochester:	
	240 brls. @ 11c. pr. bbl.	
	259,708 lbs. wax @ 75c. pr. net ton	$26. 40
	43,616 brls. @ 09c. pr. bbl	97. 02
	Erie Ry. Junct. to Buffalo:	3,925. 44
	60 brls. @ 12½c. pr. bbl.	
	6,643 " @ 10c. " "	7. 50
	Erie Ry. Junct. to Genesee Junct.:	664. 30
	180 brls. @ 11c. pr. bbl	
	1,369 " " 09c. " "	19. 80
	Erie Ry. Jct. to East Aurora:	123. 21
	46,144 lbs. @ 05c. pr. 100	
	Erie Ry. Jct. to Arcade:	23. 07
	41,472 lbs. @ 05c. pr. 100	
	Erie Ry. Jct. to Belfast:	20. 74
	52,602 lbs. @ 07c. pr. 100	
	Buffalo to Rochester:	36. 82
	60 brls. @ 20c. pr. bbl.	
	617 " " 15c. " "	12. 00
	Buffalo to Penn Yan, N. Y.:	92. 55
	82,746 lbs. @ 9½ pr. 100	
	Buffalo to Sherman:	78. 61
	29,331 lbs. @ 8½c. pr. 100	
		24. 93
		5,152. 39

PETITIONER'S EXHIBIT 628.

Average prices received by Standard Oil Co. for all refined oil in domestic trade.

[Cents per gallon.]

Year.	Average refinery price of all deliveries of Water White oil.	Average profit of domestic marketing companies on illuminating oil, in U. S.	Total net price to dealers exclusive of marketing cost and freight.	Average marketing cost (tank wagon).	Total price to dealers less freight.
1898	4.26	[a] 0.88	5.14	1.17	6.31
1899	5.25	1.20	6.45	1.23	7.68
1900	5.44	1.38	6.82	1.33	8.15
1901	4.96	1.64	6.60	1.42	8.02
1902	5.45	1.74	7.19	1.44	8.63
1903	6.85	1.92	8.77	1.48	10.25
1904	6.76	1.60	8.36	1.55	9.91
1905	5.42	[b] 1.76	7.18	1.51	8.69
1906	5.38	[b] 1.50	6.88	1.54	8.42

Compiled from Exhibits 379, 396, 396-A, 383, 299.
[a] Includes United States and Canada.
[b] Not including the profits of the Waters Pierce Oil Company.

PETITIONER'S EXHIBIT 629.

Prices received by Standard Oil Co. for all finished naphtha in domestic trade.

[Cents per gallon.]

Year.	Average price received by refineries for all finished naphtha.	Average profit of marketing companies on naphtha in U. S.	Total price to trade less freight and marketing cost.	Average cost of tank wagon marketing.	Total price to trade less freight.
1898	4.04	[a] 0.90	4.94	1.17	6.11
1899	7.44	1.34	8.78	1.23	10.01
1900	6.75	1.02	7.77	1.33	9.10
1901	6.24	1.34	7.58	1.42	9.00
1902	7.20	1.54	8.74	1.44	10.18
1903	8.53	1.82	10.35	1.48	11.83
1904	7.65	1.52	9.17	1.55	10.72
1905	7.15	[b] 1.36	8.51	1.51	10.02
1906	9.08	[b] 1.72	10.80	1.54	12.34

Based on Exhibits 384, 396, 396-A, 383, 402.
[a] Includes Mexico and Canada.
[b] Not including the profits of the Waters Pierce Oil Company.

PETITIONER'S EXHIBIT 630.

Average net earnings (per barrel) of the several Standard marketing companies or divisions on refined oil, and estimated per cent of total sales of such oil made by competitors in the corresponding territories, 1899–1906.

[Compiled from Petitioner's Exhibits Nos. 396 and 398.]

	1899.		1900.		1901.		1902.		1903.		1904.		1905.		1906.	
	Average net earnings per bbl.	Per cent of competitive sales.	Net earnings.	Comp. %	Net earnings.	Comp. %	Net earnings.	Comp. %	Net earnings.	Comp. %	Net earnings.	Comp. %	Net earnings.	Comp. %	Net earnings.	Comp. %
Kentucky	$0.53	8.9	0.70	6.9	0.88	6.7	0.85	7.8	0.96	10.7	0.91	12.4	1.03	12.2	0.63	12.1
Indiana	.61	13.6	.68	12.9	.84	12.0	.84	11.6	1.01	12.8	.85	13.1	.84	13.3	.80	12.8
Waters Pierce (St. Louis.)	1.51	8.9	1.76	8.0	2.00	6.7	1.95	7.5	2.11	7.4	[a] 2.10 / [b] 1.07	10.4				
San Francisco	1.43	5.7	1.06	3.5	1.42	3.9	1.75	4.4	1.63	6.0	1.16	8.4	1.25	8.1	.90	6.5
Denver (Continental)	2.18	.2	1.54	1.0	1.68	.4	1.90	.6	2.40	.3	2.01	.9	1.81	.2	1.53	1.1
Ohio	.47	14.2	.36	15.4	.69	13.2	.84	12.4	.84	12.9	.72	14.1	.75	14.7	.70	13.3
Winnipeg & Vancouver	1.27	4.8	1.26	6.5	1.12	3.5	1.08	10.2	1.11	17.6	.63	21.0	1.14	21.6	.59	21.0
Republic Oil Co					.31		.73		.51		.32		.33		.24	
Nebraska															.99	
Total West	.81	10.9	.87	10.0	1.06	9.2	1.10	9.4	[c] 1.09	10.7	[c] .92	12.1	.94	12.3	.79	11.0
Pittsburg	.33	15.8	.28	13.2	.46	12.5	.51	15.1	.50	15.7	.60	17.8	.72	15.1	.80	15.6
N. Y. stations	.27	10.8	.40	11.4	.51	9.8	.61	9.8	.75	9.2	.65	8.1	.66	7.2	.65	5.9
Penna. stations			.37		.45		.54									
Baltimore	.57	6.8	.65	6.7	.69	6.3	.81	6.8	.90	7.3	.64	8.8	.96	9.7	.77	10.1
Newark	.50	5.8	.67	6.3	.88	7.1	.87	6.6	1.04	8.1	.94	9.6	.80	8.8	.74	9.6
Philadelphia	.26	18.7	.37	21.6	.37	12.1	.48	12.9	.66	12.6	.53	12.1	.57	11.6	.42	11.0
New York City	.45	4.2	.81	4.1	.68	4.9	.60	6.3	.92	7.4	.96	7.7	1.00	8.4	.91	8.9
Boston	.53	6.8	.67	8.0	.82	7.6	.77	6.6	.87	8.3	.59	7.6	.89	6.8	.68	7.3
Providence	.76	1.6	.77	4.1	.93	3.9	1.08	4.8	.98	5.2	.62	6.1	.90	6.0	.84	6.1
Portland	.63															
Eastern N. Y. & Vermont			.73													
Burlington					.62		.54									
Montreal	.65	3.9	.61	8.2	.37	8.5	.33	17.3	.53	21.9	.53	21.2	.47	23.2	.20	20.9
Maritime provinces	.41	4.9	.77	7.5	.56	7.1	.59	8.6	.47	14.6	.78	14.5	1.16	10.7	1.34	10.2
New York	.53															
Total East	.53	6.9	.68	7.7	.72	6.7	.75	7.4	.82	8.9	.67	9.5	.84	9.4	.71	9.7
Grand total	.64	9.9	.74	11.5	.86	10.7	.90	10.7	1.01	11.9	.88	12.7	.87	12.7	.75	15.2

[a] Including Mexico. [b] U. S. only. [c] Excluding Mexico.

PETITIONER'S EXHIBIT 631.

Price of Water White illuminating oil and margins on October 15, 1904, by specified towns throughout the United States, as shown in Petitioner's Exhibit 391.

[Cents per gallon.]

NORTH ATLANTIC STATES.

	Price.	Margin.
New England States:		
Maine—		
Portland	11.50	2.34
N. H.—		
Concord	11.00	2.08
Nashua	11.00	2.14
Vermont—		
Burlington	10.00	1.54
Bellows Falls	10.00	1.14
Barre	10.00	.69
Massachusetts—		
Boston	11.00	2.82
Brockton	11.00	2.18
Fall River	10.50	2.15
Lowell	10.50	1.72
Lynn	11.00	2.61
Springfield	8.00	*.88
Worcester	8.00	.08
Connecticut—		
Hartford	9.00	.18
New Haven	9.00	.99
New London	10.00	1.61
R. I.—		
Providence	10.00	1.21
Southern No. Atlantic States:		
New York—		
Albany	10.00	1.56
Southern No. Atl.—Cont'd.		
New York—Continued.		
Binghamton	9.50	1.00
Buffalo	10.00	2.01
Elmira	10.00	1.08
New York	10.98	2.31
Rochester	10.00	1.61
Syracuse	10.00	1.38
Yonkers	11.00	1.56
Pennsylvania—		
Altoona	11.00	2.98
Chambersburg	9.50	1.36
Chester	8.50	.30
Harrisburg	10.50	2.47
Philadelphia	8.00	.28
Pittsburg	8.50	.87
Reading	9.50	1.32
Scranton	9.00	.82
Williamsport	10.00	1.63
Delaware—		
Wilmington	8.50	.27
New Jersey—		
Bridgeton	10.00	1.27
Camden	9.50	1.00
Newark	11.00	2.40
Trenton	9.50	.82
Jersey City	10.94	2.39

* Loss.

SOUTH ATLANTIC STATES.

	Price.	Margin.
Northern So. Atlantic:		
Maryland & D. C.—		
Baltimore	8.50	0.09
Frederick	10.00	1.70
Cumberland	9.50	1.65
Washington, D. C.	8.50	.18
Virginia—		
Norfolk	9.50	.68
Portsmouth	10.00	1.02
Richmond	8.00	.27
Petersburg	10.00	1.01
Roanoke	11.50	2.29
West Virginia—		
Charleston	10.00	2.56
Wheeling	9.50	1.66
Southern So. Atl.:		
North Carolina—		
Durham	12.00	1.79
Southern So. Atl.—Cont'd.		
North Carolina—Cont'd.		
Winston	12.00	1.93
Wilmington	11.00	1.99
Charlotte	12.00	1.30
Raleigh	12.00	1.58
South Carolina—		
Columbia	13.00	2.27
Georgia—		
Atlanta	13.00	1.98
Macon	13.50	1.65
Savannah	12.50	2.48
Florida—		
Jacksonville	13.00	3.10
Key West	16.50	4.42
Tampa	14.50	3.90

PETITIONER'S EXHIBIT 631—Continued.

Price of Water White illuminating oil and margins on October 15, 1904, by specified towns throughout the United States, as shown in Petitioner's Exhibit 391—Cont'd.

[Cents per gallon.]

NORTH CENTRAL STATES.

	Price.	Margin.		Price.	Margin.
Eastern No. Central:			Western No. Central:		
Ohio—			Minnesota—		
Cincinnati	7.00	*1.09	Duluth	8.50	*.88
Cleveland	7.00	.16	Minneapolis	9.50	.24
Columbus	9.50	1.72	Mankato	11.50	2.24
Dayton	7.50	*.31	Sauk Center	12.50	1.90
Toledo	9.50	1.63	Iowa—		
Canton	9.50	1.17	Clinton	10.00	.17
Youngstown	9.50	1.14	Cedar Falls	12.25	2.10
Indiana—			Davenport	10.00	.75
Evansville	9.00	.05	Des Moines	10.75	.53
Indianapolis	8.50	.12	Keokuk	10.50	1.21
La Grange	10.50	2.19	Sioux City	11.00	.44
South Bend	10.00	1.90	Missouri (not including Waters-Pierce territory)—		
Illinois—			Kansas City	10.00	.27
Chicago	8.50	.56	St. Joseph	11.00	1.52
Decatur	9.50	.08	Sedalia	11.50	1.12
Joliet	9.00	.73	Kansas—		
Peoria	9.50	.35	Lawrence	11.00	.98
Freeport	9.00	.15	Leavenworth	10.50	.48
Jacksonville	9.50	.56	Ft. Scott	12.00	1.98
Michigan—			Wichita	10.00	.48
Detroit	8.50	.24	Salina	11.00	.40
Battle Creek	10.00	1.51	Nebraska—		
Jackson	10.00	1.57	Omaha	10.00	.41
Port Huron	10.00	1.51	Lincoln	11.00	.77
Calumet	12.25	2.40	Hastings	13.00	1.49
Marquette	11.75	2.38	Fremont	12.00	1.45
Grand Rapids	9.50	1.14	North Dakota—		
Wisconsin—			Fargo	13.50	2.10
La Crosse	9.00	.17	South Dakota—		
Milwaukee	8.50	.65	Huron	14.50	2.27
Eau Claire	10.75	1.36	Sioux Falls	12.00	.35
Janesville	9.00	.44			
Kenosha	9.00	.70			

SOUTH CENTRAL STATES (EXCLUSIVE OF WATERS-PIERCE TERRITORY).

Eastern So. Central:			Eastern So. Central—Cont'd.		
Kentucky—			Alabama—		
Louisville	8.50	*.38	Birmingham	13.00	2.46
Frankfort	11.00	1.38	Montgomery	13.50	1.56
Lexington	11.00	1.54	Selma	14.00	2.06
Henderson			Huntsville	13.50	3.23
Paducah	11.50	1.85	Mississippi—		
Tennessee—			Jackson	13.50	2.11
Chattanooga	13.00	1.73	Western So. Central:		
Nashville	12.00	2.11	Louisiana—		
Memphis	10.50	.18	New Orleans	9.50	*1.35
			Baton Rouge	11.00	.21

WESTERN STATES.

Albuquerque, N. M	23.00	6.48	Pueblo, Cal	16.00	5.08
Butte, Mont	23.00	5.76	Sacramento, Cal	13.00	2.45
Cheyenne, Wyo	18.00	4.32	San Diego, Cal	9.50	*1.30
Denver, Col	16.00	3.39	San Francisco, Cal	12.50	1.73
Fresno, Cal	14.00	1.82	San Jose, Cal	13.00	2.83
Leadville, Col	20.00	5.47	Salt Lake, Utah	20.00	4.09
Los Angeles, Cal	7.50	*3.16	Seattle, Wash	15.50	4.17
Marysville, Cal	13.50	2.37	Spokane, Wash	21.50	6.10
Oakland, Cal	12.50	2.46	Stockton, Cal	13.00	2.71
Portland, Ore	15.00	4.12	Tacoma, Wash	15.50	3.99

* Loss.

PETITIONER'S EXHIBIT 632.

Comparison of margins and prices for town having lowest margin and town having highest margin in each division of the Standard Oil Company, as based on prices of Water White oil for October 15, 1904, presented in Petitioner's Exhibit No. 391.

[Cents per gallon.]

Name of division.	Lowest margin.		Highest margin.	
	Amount of margin.	Corresponding price.	Amount of margin.	Corresponding price.
Albany, N. Y.	1.13	10.50	[a] 1.94	[a] 10.50
Albuquerque	.26	14.00	7.12	21.00
Altoona	1.36	10.50 10.00	2.98	11.00
Atlanta	1.05	13.50	2.54	15.00
Baltimore	.09	8.50	2.11	11.00
Binghamton	1.00	9.50	[c] 1.64	[c] 11.00
Birmingham	1.56	13.50	3.76	14.50
Bridgeton [b]	[c] 1.27	[c] 10.00	1.32	10.00
Brockton	[c] 1.92	[c] 11.00	2.42	11.50
Buffalo	[d] .81	[d] 9.50	2.01	10.00
Burlington	.56	10.00	1.54	10.00
Butte	3.40	19.00	[c] 6.28	[c] 23.00
Camden	[d] .73	[d] 9.50	1.10	10.00
Chambersburg [e]				
Charleston	1.08	10.50	2.74	12.00
Chester [f]				
Cheyenne	4.32	18.00	6.21	22.00
Chicago	.36	8.50	[c] .56	[c] 8.50
Cincinnati	*1.09	7.00	1.86	11.00
Cleveland	*.16	7.00	2.48	10.50
Columbus	[d] 1.04	[d] 9.50	[c] 2.29	[c] 10.50
Cumberland	.69	10.00	1.73	10.50
Dayton	*.31	7.50	1.05	9.00
Davenport	.04	10.00	1.54	11.50
Decatur	.08	9.50	[d] 1.98	[d] 11.00
Denver	3.39	16.00	4.40	17.00
Des Moines	.53	10.75	1.81	12.25
Detroit	.24	8.50	2.53	11.50
Duluth	*.88	8.50	3.23	13.00
Dubuque	*.19	10.00	2.85	13.00
East Boston [g]	2.52	11.00	2.89	11.00
Elmira	1.02	10.00	[d] 1.71	[d] 10.50
Erie	.85	9.00	2.45	10.50
Evansville	.05	9.00	[c] 1.50	[c] 10.50
Fall River	1.52	10.50	2.15	10.50
Fargo	1.48	14.25	2.43	14.50
Fresno	1.82	14.00	2.34	15.00
Grand Rapids	[d] .85	[d] 9.50	1.63	10.50
Harrisburg	1.64	10.00	2.47	10.50
Hartford	.18	9.00	[d] 1.26	[d] 10.00
Indianapolis	.12	8.50	1.43	10.00
Jacksonville	3.10	13.00	4.46	15.00
Jenkintown	.44	8.00	1.81	9.50
Jersey City	2.48	10.83	2.59	10.94
Joliet	*.48	8.00	[c] 1.80	[c] 11.00
Kansas City	.23	10.00	2.66	13.00 13.22
Keokuk	.49	11.00	[d] 1.26	[d] 12.00
La Crosse	.17	9.00	2.03	11.50
Leadville	5.47	20.00	[c] 7.21	[c] 23.00
Long Island	2.38	11.46	2.87	11.71
Los Angeles	*3.40	7.50	*.54	10.50
Louisville	*.38	8.50	2.10	13.00
Lowell	1.72	10.50	[c] 2.34	[c] 11.50
Lynn [h]	2.17	11.00	2.61	11.00
Mankato	[c] 1.49	[c] 13.50	2.24	11.50

* Loss.
[a] Five towns.
[b] Only 3 towns in Bridgeton div.
[c] Two towns.
[d] Three towns.
[e] Only two towns in this division, both having a margin of 1.30 and price of 9.50.
[f] Only two towns in this division, both having a margin of .30 and price of 8.50.
[g] Only 4 towns in E. Boston div.
[h] Only 3 towns in Lynn div.

PETITIONER'S EXHIBIT 632—Continued.

Comparison of margins and prices for town having lowest margin and town having highest margin in each division of the Standard Oil Company, as based on prices of Water White oil for October 15, 1904, presented in Petitioner's Exhibit No. 391—Continued.

[Cents per gallon.]

Name of division.	Lowest margin.		Highest margin.	
	Amount of margin.	Corresponding price.	Amount of margin.	Corresponding price.
Marysville [a]	2.37	13.50	2.85	15.00
Memphis	.18	10.50	2.78	14.00
Milwaukee	[b] .44	[b] 9.00	1.68	10.75
Minneapolis	.24	9.50	2.58	13.50
Nashville	.73	12.00	3.24	14.00
Natick [c]	1.87	10.50	2.17	11.00
Newark	1.20	10.00	3.02	11.50
New Haven	.92	9.00 10.00	1.42	10.00
New London	.71	9.50	1.61	10.00
New Orleans	*1.35	9.50	2.46	12.50
New York City	2.08	10.79	2.52	10.93
Norfolk	.63	9.50	2.04	12.50
No. Andover	1.03	10.00	2.32	11.00
Oakland [d]				
Omaha	.41	10.00	1.94	13.00
Peoria	.35	9.50	2.19	11.00
Philadelphia	.16	8.00	[e] .28	[e] 8.00
Pittsburg	.87	8.50	1.94	10.50
Portland, Me	.74	12.00	2.43	12.00
Portland, Oregon	3.81	16.50	5.27	20.00
Providence	[b] 1.07	[b] 10.00	1.57	10.50
Pueblo	4.64	17.00	5.08	16.00
Reading	.89	9.00	[f] 1.89	[f] 10.00
Richmond	*.27	8.00	2.85	12.00
Sacramento [g]	2.45	13.00	2.65	14.00
St. Joseph	.91	11.50	2.89	16.00
San Diego [h]				
San Francisco	1.08	12.50	2.09	13.00
San Jose [i]	2.83	13.00	2.99	14.00
Salt Lake	[e] 3.69	[e] 20.00	4.86	22.00
Savannah	2.27	13.00	4.25	14.00
Scranton	.69	9.00	[j] 1.77	[j] 10.00
Seattle	3.69	15.50	4.17	15.50
Sioux City	.35	12.00	[b] 2.77	[b] 15.00
South Bend	1.35	9.50	2.56	11.00
So. Norwalk	[e] 1.34	[e] 10.00	2.00	10.00
Spokane	6.10	21.50	7.60	23.00
Springfield	*.88	8.00	[e] 1.29	[e] 10.00
Stockton	2.71	13.00	3.80	15.00
Syracuse	1.29	11.00	1.88	10.50
Tacoma	3.99	15.50	4.53	17.00
Toledo	1.11	9.00	2.67	10.50
Trenton	.83	9.50	1.83	10.50
Wheeling	.49	10.50	1.66	9.50
Wichita	.40	11.00	3.57	15.00
Williamsport	1.63	10.00	[k] 1.66	[k] 10.00
Wilmington, N. C	.62	11.00	2.79	14.00
Wilmington, Del	*[e] .26	[e] 8.00	.27	8.50
Worcester	.08	8.00	[b] 1.64	[b] 10.00
Yonkers	1.56	11.00	2.93	12.00

* Loss.
[a] Only 2 towns in Marysville div.
[b] Two towns.
[c] Only 4 towns in Natick div.
[d] Only one town in this division having a margin of 2.46 and price of 12.50.
[e] Three towns.
[f] Twelve towns.
[g] Only 2 towns in Sacramento div.
[h] Only one town in this division having minus margin of 1.30 and price of 9.50.
[i] Only 2 towns in San Jose div.
[j] Nine towns.
[k] Eight towns.

PETITIONER'S EXHIBIT 633.

Comparison of margins on prices of water white oil of October 15, 1904, for a group of towns within specified marketing division[s] of the Standard Oil Company having relatively low margins and a group of towns in each division having relatively high margins. Compiled from Petitioner's Exhibit 391.

Albuquerque (N. M.) division (7 towns):
1 town had margin of .26 cent per gallon.
3 towns had margin of 6.22 cents or more per gallon.
Altoona (Pa.) division (5 towns):
2 towns had margin of 1.36 cents per gallon.
2 towns had margin of 2.86 cents or more per gallon.
Baltimore (Md.) division (30 towns):
3 towns had margin of .32 cent or less per gallon.
6 towns had margin of 1.70 cents or more per gallon.
Birmingham (Ala.) division (14 towns):
1 town had margin of 1.56 cents per gallon.
3 towns had margin of 3.44 cents or more per gallon.
Buffalo (N. Y.) division (18 towns):
5 towns had margin of .87 cent or less per gallon.
2 towns had margin of 1.61 cents or more per gallon.
Butte (Mont.) division (10 towns):
3 towns had margin of 3.70 cents or less per gallon.
2 towns had margin of 6.28 cents per gallon.
Charleston (W. Va.) division (8 towns):
1 town had margin of 1.08 cents per gallon.
1 town had margin of 2.74 cents per gallon.
Cincinnati (C.) division (21 towns):
3 towns had minus margin of .24 cent or more per gallon.
5 towns had plus margin of 1.00 cent or more per gallon.
Cincinnati (O.) division (21 towns):
3 towns had minus margin of .24 cent or more per gallon.
5 towns had plus margin of 1.00 cent or more per gallon.
Cleveland (O.) division (29 towns):
2 towns had margin of .17 cent or less per gallon.
5 towns had margin of 2.39 cents or more per gallon.
Columbus (O.) division (22 towns):
8 towns had margin of 1.19 cents or less per gallon.
9 towns had margin of 2.13 cents or more per gallon.
Dayton (O.) division (5 towns):
1 town had minus margin of .31 cent per gallon.
1 town had plus margin of 1.05 cents per gallon.
Davenport (Ia.) division (8 towns):
1 town had margin of .04 cent per gallon.
4 towns had margin of 1.29 cents or more per gallon.
Decatur (Ill.) division (21 towns):
1 town had margin of .08 cent per gallon.
13 towns had margin of 1.74 cents or more per gallon.
Des Moines (Ia.) division (19 towns):
2 towns had margin of .54 cent or less per gallon.
6 towns had margin of 1.65 cents or more per gallon.

Detroit (Mich.) division (39 towns):
6 towns had margin of .51 cent or less per gallon.
2 towns had margin of 2.03 cents or more per gallon.
Duluth (Minn.) division (13 towns):
1 town had margin of .88 cent per gallon.
3 towns had margin of 2.83 cents or more per gallon.
Dubuque (Ia.) division (16 towns):
2 towns had margin of .17 cent or less per gallon.
7 towns had margin of 2.03 cents or more per gallon.
Erie (Pa.) division (18 towns):
1 town had margin of .85 cent per gallon.
5 towns had margin of 2.06 cents or more per gallon.
Evansville (Ind.) division (12 towns):
1 town had margin of .05 cent per gallon.
4 towns had margin of 1.43 cents or more per gallon.
Hartford (Conn.) division (7 towns):
3 towns had margin of .26 cent or less per gallon.
3 towns had margin of 1.26 cents per gallon.
Indianapolis (Ind.) division (24 towns):
1 town had margin of .12 cent per gallon.
6 towns had margin of 1.12 cents or more per gallon.
Joliet (Ill.) division (22 towns):
3 towns had margin of .31 cent or less per gallon.
5 towns had margin of 1.50 cents or more per gallon.
Kansas City division (39 towns):
3 towns had margin of .27 cent or less per gallon.
11 towns had margin of 2.44 cents or more per gallon.
La Crosse (Wis.) division (15 towns):
1 town had margin of .17 cent per gallon.
5 towns had margin of 1.99 cents or more per gallon.
Los Angeles (Cal.) division (7 towns):
5 towns had minus margin of 2.36 cents or more per gallon.
1 town had plus margin of 1.00 cent per gallon.
Louisville (Ky.) division (27 towns):
3 towns had margin of .39 cent or less per gallon.
4 towns had margin of 1.89 cents or more per gallon.
Memphis (Tenn.) division (17 towns):
1 town had margin of .18 cent per gallon.
6 towns had margin of 2.50 cents or more per gallon.
Milwaukee (Wis.) division (60 towns):
2 towns had margin of .44 cent per gallon.
8 towns had margin of 1.61 cents or more per gallon.
Minneapolis (Minn.) division (30 towns):
4 towns had margin of .49 cent or less per gallon.
3 towns had margin of 2.27 cents or more per gallon.
Nashville (Tenn.) division (15 towns):
1 town had margin of .73 cent per gallon.
6 towns had margin of 2.80 cents or more per gallon.
Newark (N. J.) division (14 towns):
1 town had margin of 1.20 cents per gallon.
5 towns had margin of 2.70 cents or more per gallon.

New Orleans (La.) division (13 towns):
6 towns had minus margin of .58 cent or more per gallon.
2 towns had plus margin of 2.11 cents or more per gallon.
Norfolk (Va.) division (15 towns):
2 towns had margin of .68 cent or less per gallon.
7 towns had margin of 1.79 cents or more per gallon.
No. Andover (Mass.) division (7 towns):
1 town had margin of 1.03 cents per gallon.
2 towns had margin of 2.13 cents or more per gallon.
Omaha (Nebr.) division (35 towns):
4 towns had margin of .77 cent or less per gallon.
4 towns had margin of 1.84 cents or more per gallon.
Peoria (Ill.) division (20 towns):
2 towns had margin of .56 cent or less per gallon.
10 towns had margin of 1.77 cents or more per gallon.
Pittsburg (Pa.) division (16 towns):
2 towns had margin of .92 cent or less per gallon.
5 towns had margin of 1.79 cents or more per gallon.
Portland (Me.) division (18 towns):
3 towns had margin of .95 cent or less per gallon.
3 towns had margin of 2.27 cents or more per gallon.
Reading (Pa.) division (18 towns):
1 town had margin of .89 cent per gallon.
12 towns had margin of 1.89 cents per gallon.
Richmond (Va.) division (12 towns):
2 towns had margin of .55 cent or less per gallon.
5 towns had margin of 2.35 cents or more per gallon.
St. Joseph (Mo.) division (22 towns):
1 town had margin of .91 cent per gallon.
3 towns had margin of 2.05 cents or more per gallon.
Savannah (Ga.) division (13 towns):
3 towns had margin of 2.48 cents or less per gallon.
3 towns had margin of 3.49 cents or more per gallon.
Scranton (Pa.) division (14 towns):
2 towns had margin of .77 cent or less per gallon.
9 towns had margin of 1.77 cents or more per gallon.
Sioux City (Ia.) division (28 towns):
3 towns had margin of .46 cent or less per gallon.
3 towns had margin of 2.50 cents or more per gallon.
South Bend (Ind.) division (35 towns):
1 town had margin of 1.35 cents per gallon.
1 town had margin of 2.56 cents per gallon.
Toledo (O.) division (20 towns):
1 town had margin of 1.11 cents per gallon.
7 towns had margin of 2.51 cents or more per gallon.
Trenton (N. J.) division (2 towns):
1 town had margin of .83 cent per gallon.
1 town had margin of 1.83 cents per gallon.
Wheeling (W. Va.) division (5 towns):
2 towns had margin of .55 cent or less per gallon.
1 town had margin of 1.66 cents per gallon.

Wichita (Kans.) division (19 towns):
2 towns had margin of .48 cent or less per gallon.
4 towns had margin of 3.04 cents or more per gallon.
Wilmington (N. C.) division (28 towns):
2 towns had margin of .82 cent or less.
3 towns had margin of 2.52 cents or more.
Worcester (Mass.) division (5 towns):
1 town had margin of .08 cent per gallon.
2 towns had margin of 1.64 cents per gallon.
Yonkers (N. Y.) division (6 towns):
1 town had margin of 1.56 cents per gallon.
1 town had margin of 2.93 cents per gallon.

PETITIONER'S EXHIBIT 634.

Comparison of price and margin for water white oil October 15, 1904, at the main station of specified divisions of the Standard Oil Company, and average price and average margin for all substations of such main stations at the same date, together with the estimated percentage of independent sales in such main stations and substations, respectively, for calendar year 1904; from Petitioner's Exhibits 391 and 390.

Station.	Main station.			Substations.		
	Price Oct., 1904.	Margin Oct., 1904.	Percentage of independent business, 1904.	Average price Oct., 1904.	Average margin Oct., 1904.	Percentage of independent business, 1904.
	Cents per gal.			*Cents per gal.*		
Albany	10.00	1.56	10.1	10.48	1.61	4.2
Altoona	11.00	2.98	.....	10.63	1.86	8.5
Atlanta	13.00	1.98	.....	14.17	1.80	1.8
Baltimore	8.50	.09	16.5	10.09	1.36	7.1
Binghamton	9.50	1.00	39.1	10.19	1.36	4.7
Birmingham	13.00	2.46	11.6	14.27	2.87	.4
Brockton	11.00	2.18	.....	11.17	2.09	4.9
Buffalo	10.00	2.01	10.4	9.65	1.09	8.9
Burlington	10.00	1.54	1.0	10.05	.80	7.3
Chambersburg	9.50	1.30	2.8	9.50	1.30	6.3
Charleston	10.00	2.56	.....	10.64	2.13	5.0
Chicago	8.50	.56	12.7	8.50	.46	.....
Cincinnati	7.00	*1.09	45.3	9.43	.65	7.2
Cleveland	7.00	*.16	11.7	9.85	1.68	20.0
Columbus	9.50	1.72	2.3	10.07	1.71	12.9
Cumberland	9.50	1.65	2.6	10.17	1.31	4.1
Davenport	10.00	.75	.....	11.07	.98	35.0
Decatur	9.50	.08	12.9	10.58	1.66	4.6
Des Moines	10.75	.53	41.8	11.88	1.47	12.7
Detroit	8.50	.24	17.6	9.92	1.31	14.0
Dubuque	10.00	*.19	55.1	12.07	1.88	10.3
Duluth	8.50	*.88	9.9	12.15	2.52	4.6
Elmira	10.00	1.08	26.8	10.19	1.37	9.2
Erie	9.50	1.35	.....	9.88	1.78	.....
Evansville	9.00	.05	29.0	10.50	1.30	10.4
Fall River	10.50	2.15	.....	10.50	1.74	.6
Fargo	13.50	2.10	.....	14.25	1.91	4.3
Grand Rapids	9.50	1.14	.....	10.00	1.22	3.3
Harrisburg	10.50	2.47	10.3	10.25	1.88	5.1
Hartford	9.00	.18	21.7	9.58	.84	3.5
Indianapolis	8.50	.12	22.0	9.54	1.02	9.0
Jacksonville	13.00	3.10	3.9	15.13	3.99	.....
Joliet	9.00	.73	18.5	9.86	1.09	12.6
Kansas City	10.00	.27	24.2	11.99	1.71	3.8
Keokuk	10.00	1.21	4.9	11.50	.91	13.6
La Crosse	9.00	.17	38.6	11.27	1.82	1.5
Louisville	8.50	*.38	16.1	11.42	1.41	3.7
Lowell	10.50	1.72	3.2	11.28	2.08	.....
Lynn	11.00	2.61	.....	11.00	2.28	4.0
Mankato	11.50	2.24	.....	12.32	1.92	4.8
Memphis	10.50	.18	27.6	13.63	2.10	4.5
Milwaukee	8.50	.65	38.6	10.36	1.30	14.6
Minneapolis	9.50	.24	41.8	11.81	1.52	.7
Nashville	12.00	2.11	.....	13.93	2.54	4.7
Natick	10.50	1.88	.....	10.83	2.04	10.1
Newark	11.00	2.60	18.6	10.92	2.31	6.0
New Haven	9.00	.99	11.4	9.67	1.09	3.4
New London	10.00	1.61	28.9	9.88	1.13	7.9
New Orleans	9.50	*1.35	51.2	11.54	.46	6.5
Norfolk	9.50	.68	29.6	11.30	1.44	11.5
North Andover	11.00	2.32	.....	11.17	1.53	5.9
Omaha	10.00	.41	21.7	12.68	1.32	5.3
Peoria	9.50	.55	31.2	10.58	1.61	12.9
Pittsburg	8.50	.87	32.8	9.88	1.49	17.0
Portland (Maine)	11.50	2.34	14.0	11.62	1.52	1.8

* Loss.

PETITIONER'S EXHIBIT 634—Continued.

Comparison of price and margin for water white oil October 15, 1904, at the main station of specified divisions of the Standard Oil Company, and average price and average margin for all substations of such main stations at the same date, together with the estimated percentage of independent sales in such main stations and substations, respectively, for calendar year 1904; from Petitioner's Exhibits 391 and 390—Continued.

Station.	Main station.			Substations.		
	Price Oct., 1904.	Margin Oct., 1904.	Percentage of independent business, 1904.	Average price Oct., 1904.	Average margin Oct., 1904.	Per centage of independent business, 1904.
	Cents per gal.			*Cents per gal.*		
Providence	10.00	1.21	.....	10.25	1.30	2.9
Reading	9.50	1.32	26.7	9.85	1.72	9.3
Richmond	8.00	*.27	12.0	11.57	2.03	5.5
St. Joseph	11.00	1.52	.....	12.31	1.72	7.7
Savannah	12.50	2.48	1.7	14.17	3.20	.6
Scranton	9.00	.82	7.5	9.85	1.57	9.6
Sioux City	11.00	.44	23.6	13.67	1.87	5.4
South Bend	10.00	1.90	.....	10.37	2.06	8.0
South Norwalk	10.00	2.00	.....	10.00	1.46	.8
Springfield (Mass.)	8.00	*.88	21.7	9.75	1.19	8.6
Syracuse	10.00	1.38	10.6	10.58	1.54	6.7
Toledo	9.50	1.63	32.8	10.26	2.27	6.2
Wheeling	9.50	1.66	12.2	10.50	.84	11.3
Wichita	10.00	.48	32.1	13.53	2.63	3.6
Williamsport	10.00	1.63	13.5	10.00	1.66	5.8
Wilmington (N. C.)	11.00	1.99	1.1	12.73	1.95	6.5
Worcester	8.00	.08	5.0	10.25	1.45	6.5

* Loss.

PETITIONER'S EXHIBIT 635.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395.

TOWNS IN MASSACHUSETTS.

[Worcester, Springfield, Boston, & Fall River.]

	Prices.				Margins.			
	Worcester.	Springfield.	Boston.	Fall River.	Worcester.	Springfield.	Boston.	Fall River.
	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.
1902.								
Per cent independent sales for year	*3.4*	*11.6*	*8.9*	*0.0*	*3.4*	*11.6*	*8.9*	*0.0*
Prices and margins:								
January	9.00	8.25	7.75	9.50	2.35	1.06	1.32	2.96
February	9.00	7.00	7.75	9.50	2.35	*.26	1.32	2.96
March	9.00	7.00	7.75	9.50	2.35	*.26	1.32	2.96
April	9.25	7.00	8.00	9.75	2.61	*.51	1.32	2.96
May	9.25	7.00	8.00	9.75	2.61	*.51	1.32	2.96
June	9.25	7.00	8.00	9.75	2.61	*.51	1.32	2.96
July	9.25	7.00	8.00	9.75	2.61	*.51	1.32	2.96
August	9.25	7.00	8.00	9.75	2.69	*.35	1.31	3.03
September	9.25	7.00	7.50	9.75	2.69	*.35	.81	3.03
October	9.25	7.00	7.50	9.75	2.69	*.35	.81	3.03
November	9.25	7.00	7.50	9.75	2.69	*.35	.81	3.03
December	10.25	7.50	9.00	10.75	2.69	*.85	1.31	3.03
	10.75	8.00	9.00	11.25	2.69	*.85	.81	3.03
1903.								
Per cent independent sales for year	*7.4*	*13.9*	*12.8*	*0.0*	*7.4*	*13.9*	*12.8*	*0.0*
Prices and margins:								
January	11.75	9.00	9.00	12.25	3.09	*.88	.34	3.42
February	11.75	9.00	9.00	12.25	3.09	*.88	.34	3.42
March	11.75	9.00	11.00	12.25	3.09	*.88	2.34	3.42
April	11.75	9.00	11.00	12.25	3.09	*.88	2.34	3.42
May	11.25	8.50	10.50	11.75	3.09	*.88	2.34	3.42
June	10.25	8.00	10.50	10.75	2.59	*.88	2.84	2.92
July	10.25	8.00	10.50	10.75	2.73	*.22	2.82	3.04
August	8.50	8.00	10.00	10.75	.98	*.22	2.32	3.04
September	7.50	8.00	10.00	10.75	*.02	*.22	2.32	3.04
October	7.50	8.00	10.00	10.75	*.52	*.72	1.82	2.54
November	10.50	10.50	12.00	12.50	1.48	.78	2.82	3.29
December	11.50	11.50	12.50	12.50	2.48	1.78	3.32	3.29

1904.								
Per cent independent sales for year	5.0	21.7	11.3	.00	5.0	21.7	11.3	.00
Prices and margins:								
January	11.00	11.00	12.50	12.00	2.09	1.37	3.53	2.95
February	11.00	11.00	12.00	10.00	2.09	1.37	3.03	.95
March	10.50	10.50	12.00	11.50	1.59	.87	3.03	2.45
April	10.50	9.00	11.00	11.50	2.09	*.13	2.53	2.95
May	10.50	9.00	11.00	11.50	2.09	*.13	2.53	2.95
June	10.50	9.00	11.00	11.50	2.09	*.13	2.53	2.95
July	9.00	8.50	10.00	11.00	1.18	*.13	2.07	2.90
August	8.00	8.50	9.00	10.50	.43	.12	1.32	2.65
September	8.00	8.00	9.00	10.50	*.07	*.88	.82	2.15
October	8.00	8.00	10.00	10.50	*.07	*.88	1.82	2.15
November	8.00	8.00	11.00	10.50	*.07	*.88	2.82	2.15
December	8.00	8.00	11.00	10.50	*.07	*.88	2.82	2.15
1905.								
Per cent independent sales for year	2.9	30.5	11.5	.00	2.9	30.5	11.5	.00
Prices and margins:								
January	8.00	8.00	10.50	10.50	.34	*.48	2.57	2.60
February	8.00	7.50	9.50	10.00	1.09	*.23	2.32	2.85
March	7.50	7.00	9.50	10.00	.59	*.73	2.32	2.85
April	7.50	7.00	9.50	10.00	.59	*.73	2.32	2.85
May	7.50	7.00	9.00	9.50	1.09	*.23	2.32	2.85
June	7.50	7.00	9.00	9.50	1.09	*.23	2.32	2.85
July	7.50	7.00	9.00	9.50	1.11	*.20	2.44	2.90
August	7.50	7.00	9.00	9.50	1.11	*.20	2.44	2.90
September	7.50	7.00	9.00	9.50	1.11	*.20	2.44	2.90
October	8.00	7.50	9.50	10.00	1.11	*.20	2.44	2.90
November	9.00	7.50	10.00	10.50	2.11	*.20	2.94	3.40
December	10.00	8.50	10.00	11.00	2.36	.05	2.19	3.15
1906.								
Per cent independent sales for year	†2.4	†12.1	†14.2	†.00	†2.4	†12.1	†14.2	†.00
Prices and margins:								
January	10.00	8.50	10.00	11.00	2.34	.00	2.08	3.18
February	10.00	8.50	10.00	11.00	2.34	.00	2.08	3.18
March	10.00	8.50	10.00	11.00	2.34	.00	2.08	3.18
April	10.00	8.50	10.00	11.00	2.34	.00	2.08	3.18
May	10.00	8.50	10.00	11.00	2.34	.00	2.08	3.18
June	10.00	8.50	10.00	11.00	2.09	.25	1.85	2.93
July	10.00	8.50	10.00	11.00	2.09	.25	1.85	2.93
August	9.50	8.00	9.50	10.50	2.22	.30	1.91	3.03
September	9.50	8.00	9.50	10.50	1.61	.14	1.69	3.03
October	8.50	7.50	9.00	9.50	1.11	.14	1.69	2.53
November	8.50	7.50	9.00	9.00	1.11	.14	1.69	2.03
December	8.50	7.50	9.00	9.00	1.11	.14	1.69	2.03
	8.50	7.50	9.00	9.00	1.11	.14	1.69	2.03

* Loss

† Includes this city and substations.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

NEW ENGLAND TOWNS.

[Hartford, Brockton, & Providence.]

	Prices.			Margins.		
	Hartford.	Brockton.	Providence.	Hartford.	Brockton.	Providence.
	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.
1902.						
Per cent independent sales for year	*2.4*	*0.0*	*0.0*	*2.4*	*0.0*	*0.0*
Prices and margins:						
January	9.25	8.25	9.25	2.55	1.35	2.55
February	9.25	8.25	9.25	2.55	1.35	2.55
March	9.25	8.25	9.25	2.48	1.35	2.55
April	9.50	8.50	9.50	2.48	1.35	2.55
May	9.50	8.50	9.50	2.48	1.35	2.55
June	9.50	8.50	9.50	2.48	1.35	2.55
July	9.50	8.50	9.50	2.47	1.36	2.53
August	9.50	8.50	9.50	2.47	1.36	2.53
September	9.50	8.50	9.50	2.47	1.46	2.53
October	9.50	8.50	9.50	2.47	1.46	2.53
November	10.50	10.00	10.50	2.47	1.96	2.53
December	11.00	10.00	11.00	2.47	1.46	2.53
1903.						
Per cent independent sales for year	*9.5*	*0.0*	*0.0*	*9.5*	*0.0*	*0.0*
Prices and margins:						
January	12.00	10.00	12.00	2.92	.87	2.89
February	12.00	10.00	12.00	2.92	.87	2.89
March	12.00	11.50	12.00	2.92	2.37	2.89
April	12.00	11.50	12.00	2.92	2.37	2.89
May	11.50	11.00	11.50	2.92	2.37	2.89
June	10.50	11.00	10.50	2.42	2.87	2.30
July	10.50	11.00	10.50	2.46	2.59	2.54
August	10.50	10.50	10.50	2.46	2.09	2.54
September	10.00	10.50	10.50	1.96	2.11	2.54
October	10.00	10.50	10.50	1.46	1.61	2.04
November	11.00	12.00	12.50	1.46	2.11	3.04
December	12.00	12.50	12.50	2.46	2.61	3.04

Per cent independent sales for year	1904.					
Prices and margins:						
January	11.50	12.50	12.00	2.12	2.83	2.63
February	11.50	11.50	12.00	2.12	1.83	2.63
March	11.00	12.50	11.50	1.62	2.83	2.13
April	10.00	11.00	11.50	1.12	1.83	2.63
May	10.00	11.00	11.50	1.12	1.83	2.63
June	9.50	11.00	11.50	.62	1.83	2.63
July	9.00	10.50	11.00	.43	1.93	2.71
August	8.00	9.50	10.00	*.32	1.18	1.71
September	8.00	9.50	10.00	*.82	.68	1.21
October	9.00	10.00	10.00	.18	1.18	1.21
November	9.00	11.00	10.00	.18	2.18	1.21
December	9.00	11.00	10.00	.18	2.18	1.21
Per cent independent sales for year	1905.					
Prices and margins:						
January	9.00	10.50	10.00	.89	1.95	1.70
February	9.00	9.50	10.00	1.64	1.70	2.45
March	8.50	9.50	10.00	1.14	1.70	2.45
April	8.50	9.50	10.00	1.14	1.70	2.45
May	8.50	9.50	9.50	1.64	2.20	2.45
June	8.50	9.50	9.50	1.64	2.20	2.45
July	8.50	9.50	9.50	1.46	2.35	2.57
August	8.50	9.50	9.50	1.46	2.35	2.57
September	8.50	9.50	9.50	1.46	2.35	2.57
October	9.00	10.00	10.00	1.46	2.35	2.57
November	10.00	11.00	10.00	2.46	3.35	2.57
December	10.00	11.00	11.00	1.71	2.60	3.07
Per cent independent sales for year	1906.					
Prices and margins:						
January	10.00	11.00	11.00	1.55	2.53	3.05
February	10.00	11.00	11.00	1.55	2.53	3.05
March	10.00	11.00	11.00	1.55	2.53	3.05
April	10.00	10.00	11.00	1.55	1.53	3.05
May	10.00	10.00	11.00	1.80	1.30	3.04
June	10.00	10.00	11.00	1.80	1.30	3.04
July	9.50	10.00	10.50	1.98	1.87	3.01
August	9.50	10.00	10.50	1.82	1.65	2.77
September	8.50	9.50	9.50	1.32	1.65	2.27
October	8.50	9.50	9.00	1.32	1.65	1.77
November	8.50	9.50	9.00	1.32	1.65	1.77
December	8.50	9.50	9.00	1.32	1.65	1.77

* Loss.

† Includes this city and substations.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN NEW YORK.

[Albany, Binghamton & New York.]

	Prices.			Margins.		
	Albany.	Binghamton.	New York.	Albany.	Binghamton.	New York.
	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.
1902.						
Per cent independent sales for year	*10.7*	*32.6*	*6.6*	*10.7*	*32.6*	*6.6*
Prices and margins:						
January	7.50	7.50	8.25	.94	.84	1.79
February	7.50	7.50	8.25	.94	.84	1.79
March	7.50	7.50	8.00	.94	.84	1.54
April	7.50	7.50	7.75	.69	.59	1.04
May	6.50	7.50	7.50	*.31	.59	.79
June	6.50	7.50	7.50	*.31	.59	.79
July	6.50	7.50	7.50	*.31	.82	.54
August	6.50	7.50	7.50	*.31	.82	.54
September	7.00	7.50	7.50	.19	.82	.54
October	7.00	7.50	8.50	.19	.82	1.54
November	8.50	8.50	9.50	.69	.82	1.54
December	9.00	9.00	10.50	.69	.82	2.04
1903.						
Per cent independent sales for year	*12.7*	*34.8*	*8.1*	*12.7*	*34.8*	*8.1*
Prices and margins:						
January	10.00	10.00	11.00	1.10	1.19	2.14
February	10.00	10.00	11.00	1.10	1.19	2.14
March	10.00	10.00	11.00	1.10	1.19	2.14
April	10.00	10.00	10.75	1.10	1.19	1.89
May	10.00	10.00	10.50	1.60	1.69	1.64
June	9.00	9.00	10.00	1.10	1.19	2.14
July	9.00	9.00	10.00	1.42	1.29	2.09
August	9.00	9.00	10.00	1.42	1.29	2.09
September	9.00	9.00	10.00	1.42	1.29	2.09
October	9.00	9.00	10.75	.92	.79	2.34
November	10.00	10.00	12.00	.92	.79	2.59
December	10.50	10.50	12.00	1.42	1.29	2.59

Prices and margins:						
January	10.50	10.50	12.00	1.54	1.41	2.82
February	10.50	10.50	12.00	1.54	1.41	2.82
March	10.50	10.50	11.00	1.54	1.41	1.82
April	10.00	10.00	11.00	1.54	1.41	2.32
May	9.50	10.00	11.00	1.04	1.41	2.32
June	9.50	9.50	10.25	1.04	.91	1.57
July	9.50	9.50	10.00	1.56	1.50½	1.83
August	9.50	9.50	10.00	1.56	1.50	1.83
September	10.00	9.00	10.75	1.56	.50	2.08
October	10.00	9.50	11.00	1.56	1.00	2.33
November	10.00	9.50	11.00	1.56	1.00	2.33
December	10.00	9.50	10.75	1.56	1.00	2.08
1905.						
Per cent independent sales for year	*12.6*	*37.9*	*8.9*	*12.6*	*37.9*	*8.9*
Prices and margins:						
January	9.50	9.50	10.50	1.42	1.34	2.34
February	9.00	8.50	10.00	1.67	1.09	2.59
March	7.00	8.00	10.00	*.33	.50	2.59
April	7.50	8.00	9.75	*.33	.59	2.34
May	7.00	7.00	9.50	.17	.09	2.59
June	7.00	7.00	9.50	.17	.09	2.59
July	7.00	7.00	9.50	.20	.33	2.59
August	7.00	7.00	9.00	.20	.33	2.09
September	7.00	7.00	9.75	.20	.33	2.84
October	7.50	7.50	10.00	.20	.33	2.50
November	8.50	9.00	10.00	1.20	1.83	2.50
December	8.50	9.50	10.00	.70	1.83	2.00
1906.						
Per cent independent sales for year	*14.5*	*37.7*	*8.9*	*14.5*	*37.7*	*8.9*
Prices and margins:						
January	8.50	9.00	10.00	.59	1.06	2.04
February	8.50	9.00	10.00	.59	1.06	2.04
March	8.50	9.00	10.00	.59	1.06	2.04
April	8.50	9.00	10.00	.59	1.06	2.04
May	8.50	9.00	10.00	.34	.81	1.79
June	8.50	9.00	10.00	.34	.81	1.79
July	8.50	8.50	10.00	.88	1.00	2.13
August	8.50	8.50	10.00	.88	.94	2.24
September	7.00	8.00	10.00	*.12	.94	2.74
October	7.00	8.00	10.00	*.12	.94	2.74
November	7.00	8.00	10.00	*.12	.94	2.74
December	7.00	8.00	10.00	*.12	.94	2.74

* Loss.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN PENNSYLVANIA.

[Philadelphia, Pittsburg, Harrisburg, and Altoona, and New York City.]

	Prices.					Margins.				
	Philadelphia.	Pittsburg.	Harrisburg.	Altoona.	New York.	Philadelphia.	Pittsburg.	Harrisburg.	Altoona.	New York.
	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.
1902.										
Per cent independent sales for year	†15.5	30.6	9.0	0.0	6.6	†15.5	30.6	9.0	0.0	6.6
Prices and margins:										
January	6.50	6.75	8.50	8.25	8.25	.48	1.11	1.96	1.48	1.79
February	6.50	6.75	8.50	8.25	8.25	.48	1.11	1.96	1.48	1.79
March	6.50	6.75	8.50	8.25	8.00	.48	1.11	1.96	1.48	1.54
April	6.50	6.75	8.50	8.25	7.75	.23	.86	1.71	1.23	1.04
May	6.50	6.75	8.50	8.25	7.50	.23	.86	1.71	1.23	.79
June	6.50	6.75	8.50	8.75	7.50	.23	.86	1.71	1.73	.79
July	7.00	6.75	8.50	8.75	7.50	.89	.84	2.03	2.02	.54
August	7.00	6.75	8.50	8.75	7.50	.89	.84	2.03	2.02	.54
September	7.00	6.75	8.50	8.75	7.50	.89	.84	2.03	2.02	.54
October	7.00	6.75	8.50	8.75	8.50	.89	.84	2.03	2.02	1.54
November	8.00	7.75	9.50	9.75	9.50	.89	.84	2.03	2.02	1.54
December	9.00	8.25	10.00	10.25	10.50	1.39	.84	2.03	2.02	2.04
1903.										
Per cent independent sales for year	†16.9	30.3	11.0	0.0	8.1	†16.9	30.3	11.0	0.0	8.1
Prices and margins:										
January	9.00	9.25	11.00	11.25	11.00	.72	1.25	2.14	2.16	2.14
February	9.00	9.25	11.00	11.25	11.00	.72	1.25	2.14	2.16	2.14
March	10.00	9.25	11.00	11.25	11.00	1.72	1.25	2.14	2.16	2.14
April	9.00	9.25	11.00	11.25	10.75	.72	1.25	2.14	2.16	1.89
May	9.00	8.75	10.50	11.25	10.50	1.22	1.25	2.14	2.66	1.64
June	7.50	7.75	9.50	10.25	10.00	.22	.75	1.64	2.16	2.14
July	7.50	7.75	9.50	10.25	10.00	.16	.77	2.06	2.43	2.09
August	7.00	7.25	9.50	10.25	10.00	*.34	.27	2.06	2.43	2.09
September	7.00	6.75	9.50	10.25	10.00	*.34	*.23	2.06	2.43	2.09
October	8.00	7.25	9.50	10.25	10.75	.16	*.23	1.56	1.93	2.34
November	10.00	10.00	10.50	11.50	12.00	1.16	1.52	1.56	2.43	2.59
December	11.00	10.50	11.00	11.50	12.00	2.16	2.02	2.06	2.43	2.59

1904.										
Per cent independent sales for year	†17.6	38.8	10.3	0.0	†8.6	†17.6	38.8	10.3	0.0	†8.6
Prices and margins:										
January	10.50	10.00	11.00	11.00	12.00	1.96	1.61	1.95	2.00	2.82
February	10.00	10.00	11.00	11.00	12.00	1.46	1.61	1.95	2.00	2.82
March	10.00	10.00	11.00	11.00	11.00	1.46	1.61	1.95	2.00	1.82
April	10.00	9.50	10.50	10.50	11.00	1.96	1.61	1.95	2.00	2.32
May	8.50	9.50	10.50	10.50	11.00	.46	1.61	1.95	2.00	2.32
June	8.50	9.50	10.50	10.50	10.25	.46	1.61	1.95	2.00	1.57
July	8.00	9.00	10.50	10.50	10.00	.41	1.62	2.72	2.73	1.83
August	8.00	8.00	10.50	10.50	10.00	.66	.87	2.97	2.98	1.83
September	8.00	8.00	10.50	10.50	10.75	.16	.37	2.47	2.48	2.08
October	8.00	8.50	10.50	11.00	11.00	.16	.87	2.47	2.98	2.33
November	8.00	8.50	10.50	11.00	11.00	.16	.87	2.47	2.98	2.33
December	8.00	8.50	10.50	11.00	10.75	.16	.87	2.47	2.98	2.08
1905.										
Per cent independent sales for year	†15.5	29.0	11.1	0.0	†8.9	†15.5	29.0	11.1	0.0	†8.9
Prices and margins:										
January	8.00	8.50	10.50	11.00	10.50	.48	1.33	2.84	3.30	2.34
February	7.50	8.00	9.50	10.00	10.00	.73	1.58	2.59	3.05	2.59
March	7.50	8.00	9.00	9.50	10.00	.73	1.58	2.19	2.55	2.59
April	7.50	8.00	9.00	9.50	9.75	.73	1.58	2.19	2.55	2.34
May	7.50	7.50	8.50	9.00	9.50	1.23	1.58	2.09	2.55	2.59
June	7.00	7.50	8.50	9.00	9.50	.73	1.58	2.09	2.55	2.59
July	7.00	7.50	8.50	9.00	9.50	.88	1.60	2.19	2.67	2.59
August	7.00	7.50	8.50	9.00	9.00	.88	1.60	2.19	2.67	2.09
September	7.00	7.50	8.50	9.00	9.75	.88	1.60	2.19	2.67	2.84
October	7.50	8.50	9.50	9.50	10.00	.88	2.10	2.69	2.67	2.59
November	8.00	9.00	10.00	10.00	10.00	1.38	2.60	3.19	3.17	2.59
December	8.00	9.00	10.00	10.00	10.00	.63	1.85	2.44	2.42	2.09
1906.										
Per cent independent sales for year	†11.0	†21.1	†9.3	†4.7	†8.9	†11.0	†21.1	†9.3	†4.7	†8.9
Prices and margins:										
January	8.00	9.00	10.00	10.00	10.00	.57	1.94	2.36	2.34	2.04
February	8.00	9.00	10.00	10.00	10.00	.57	1.94	2.36	2.34	2.04
March	8.00	9.00	10.00	10.00	10.00	.57	1.94	2.36	2.34	2.04
April	8.00	9.00	9.00	10.00	10.00	.57	1.94	1.36	2.34	2.04
May	8.00	9.00	9.00	10.00	10.00	.32	1.69	1.11	2.09	1.79
June	8.00	9.00	9.00	10.00	10.00	.32	1.69	1.11	2.09	1.79
July	7.50	8.50	9.00	10.00	10.00	.43	1.72	1.66	2.91	2.13
August	7.50	8.50	9.00	10.00	10.00	.59	1.72	1.66	2.91	2.24
September	7.00	8.50	9.00	10.00	10.00	.59	2.22	2.16	3.41	2.74
October	7.00	8.50	9.00	10.00	10.00	.59	2.22	2.16	3.41	2.74
November	7.00	8.50	9.00	10.00	10.00	.59	2.22	2.16	3.41	2.74
December	7.00	8.50	9.00	10.00	10.00	.59	2.22	2.16	3.41	2.74

* Loss.

† Includes this city and substations.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN SOUTH ATLANTIC STATES.

[Washington, Richmond, Baltimore, Wilmington, Savannah & Jacksonville.]

	Prices.						Margins.					
	Washington.	Richmond.	Baltimore.	Wilmington.	Savannah.	Jacksonville.	Washington.	Richmond.	Baltimore.	Wilmington.	Savannah.	Jacksonville.
	Aladdin.	Aladdin.	Aladdin.	Aladdin.	Aladdin.	Fireproof.	Aladdin.	Aladdin.	Aladdin.	Aladdin.	Aladdin.	Fireproof.
1902.												
Percent independent sales for year		*0.5*	*17.3*	*0.0*	*0.0*	*0.0*		*0.5*	*17.3*	*0.0*	*0.0*	*0.0*
Prices and margins:												
January	6.00	8.50	7.50	9.00	11.50	12.00	*.46	1.81	1.08	1.78	3.81	4.14
February	6.00	8.50	7.50	9.00	11.50	12.00	*.46	1.81	1.08	1.78	3.81	4.14
March	6.00	8.50	7.00	9.00	11.50	12.00	*.46	1.81	.58	1.78	3.81	4.14
April	6.00	8.50	7.00	9.00	11.50	12.00	*.71	1.56	.33	1.53	3.56	3.89
May	6.50	8.50	7.50	9.00	11.50	12.00	*.21	1.56	.83	1.53	3.56	3.89
June	7.00	8.50	7.50	9.00	11.50	12.00	.29	1.56	.83½	1.53½	3.56	3.89
July	7.00	8.50	6.50	9.00	11.50	12.00	.38	1.52	*.07½	1.58	3.57	3.80
August	6.50	9.00	6.50	9.50	11.50	12.00	*.12½	2.02	*.07	2.08	3.57	3.80
September	6.00	9.00	6.50	9.50	11.50	12.00	*.62	2.02	*.57	2.08	3.57	3.80
October	6.00	9.00	6.00	9.50	11.50	12.00	*.62	2.02	*.57	2.06	3.57	3.80
November	6.50	9.50	8.00	10.00	12.00	12.50	*1.12	1.52	.43	1.56	3.07	3.30
December	8.00	10.00	9.00	11.00	12.50	13.00	*.12	1.52	.93	2.06	3.07	3.30
1903.												
Percent independent sales for year		*0.0*	*17.1*	*0.0*	*0.0*	*3.4*		*0.0*	*17.1*	*0.0*	*0.0*	*3.4*
Prices and margins:												
January	9.00	11.00	10.00	12.00	13.50	14.00	.31	2.27	1.21	2.73	3.51	3.97
February	9.00	11.00	10.00	12.00	13.50	14.00	.31	2.27	1.21	2.73	3.51	3.97
March	9.00	11.00	10.00	12.00	13.50	14.00	.31	2.27	1.21	2.73	3.51	3.97
April	9.00	11.00	9.50	12.00	13.50	14.00	.31	2.27	.71	2.73	3.51	3.97
May	9.00	10.50	9.50	11.50	13.00	13.50	.81	2.27	1.21	2.73	3.51	3.97
June	8.50	10.00	8.50	11.00	13.00	13.00	.81	2.27	.71	2.73	4.01	3.97
July	8.00	9.50	8.00	11.00	13.00	13.00	.58	1.78	.52	2.91	3.92	3.81
August	8.00	9.50	8.00	11.00	13.00	13.00	.58	1.78	.52	2.91	3.92	3.81
September	8.00	9.50	8.00	11.00	13.00	13.00	.58	1.78	.52	2.91	3.92	3.81
October	8.00	9.50	8.00	11.00	13.00	13.00	.08	1.28	.02	2.41	3.42	3.31
November	11.00	9.50	8.00	12.00	14.00	13.00	2.08	.28	*.98	2.41	3.42	3.31
December	11.50	11.50	11.00	12.00	14.00	14.00	2.58	2.28	2.02	2.41	3.42	3.31

1904.												
Per cent independent sales for year		*12.0*	*16.5*	*1.1*	*1.7*			*12.0*	*16.5*	*1.1*	*1.7*	
Prices and margins:												
January	11.50	10.00	10.00	12.00	13.50	14.00	2.70	1.06	1.08	2.39	3.16	3.53
February	11.00	10.00	10.00	12.00	13.50	14.00	2.20	1.06	1.08	2.39	3.16	3.53
March	11.00	10.00	10.00	12.00	13.50	14.00	2.20	1.06	1.08	2.39	3.16	3.53
April	10.50	9.00	9.00	11.50	12.50	13.50	2.20	.56	.58	2.39	2.66	3.53
May	10.00	8.50	9.00	11.00	12.50	13.50	1.70	.06	.58	1.89	2.66	3.53
June	10.00	8.00	8.00	11.00	12.50	13.50	1.70	*.44	*.42	1.89	2.66	3.53
July	10.00	8.00	8.00	10.50	12.50	13.50	2.18	*.02	.09	1.74	2.98	4.10
August	9.50	8.00	8.00	10.50	12.00	13.00	1.68	.23	.09	1.99	2.48	3.60
September	8.50	8.00	7.00	10.50	12.00	13.00	.18	*.27	*1.41	1.49	1.98	3.10
October	8.50	8.00	7.50	11.00	12.50	13.00	.18	*.27	*.91	1.99	2.48	3.10
November	8.50	8.00	8.50	11.00	12.50	13.00	.18	*.27	.09	1.99	2.48	3.10
December	8.50	8.00	8.50	11.00	12.50	13.00	.18	*.27	.09	1.99	2.48	3.10
1905.												
Per cent independent sales for year		*16.2*	*16.8*	*0.6*	*0.0*			*16.2*	*16.8*	*0.6*	*0.0*	
Prices and margins:												
January	8.50	8.00	9.50	11.00	12.50	13.00	.65	*.10	1.34	2.21	2.07	3.62
February	8.00	8.00	9.50	10.50	12.50	12.00	.90	.65	2.09	2.46	2.82	3.37
March	8.00	8.00	8.50	10.50	12.50	12.00	.90	.65	1.09	2.46	2.82	3.37
April	8.00	8.00	8.00	10.50	12.50	12.00	.90	.65	.59	2.46	2.82	3.37
May	7.50	7.50	7.50	10.00	12.00	11.00	.90	.65	.59	2.46	2.82	2.87
June	7.50	7.50	7.50	10.00	12.00	11.00	.90	.65	.59	2.46	2.82	2.87
July	7.50	7.50	7.50	10.00	12.00	11.00	.63	.81	.72	2.74	3.68	2.78
August	7.50	7.50	7.50	10.00	12.00	11.00	.63	.81	.72	2.74	3.68	2.78
September	7.00	7.50	7.50	10.00	12.00	11.00	.13	.81	.72	2.74	3.68	2.78
October	7.50	7.50	7.50	10.00	12.00	11.00	.13	.31	.22	2.24	3.18	2.28
November	8.00	8.50	8.50	10.50	12.00	11.00	.63	1.31	1.22	2.74	3.18	2.28
December	8.50	9.50	9.00	10.50	12.00	11.50	.63	1.56	1.22	1.99	2.68	2.28
1906.												
Per cent independent sales for year		*18.4*	*25.3*	*0.2*	*0.0*			*18.4*	*25.3*	*0.2*	*0.0*	
Prices and margins:												
January	8.50	9.50	9.00	10.50	12.00	11.50	.38	1.57	1.07	2.03	2.87	2.48
February	8.50	9.50	9.00	10.50	12.00	11.50	.38	1.57	1.07	2.03	2.87	2.48
March	8.50	9.50	9.00	10.50	12.00	11.00	.38	1.57	1.07	2.03	2.87	1.98
April	8.50	9.50	9.00	10.50	12.00	11.00	.38	1.57	1.07	2.03	2.87	1.98
May	8.50	9.50	9.00	10.50	12.00	11.00	.13	1.32	.82	1.78	2.62	1.73
June	8.50	9.50	9.00	11.00	12.00	11.00	.13	1.32	.82	2.28	2.62	1.98
July	8.50	9.50	9.00	11.00	12.00	11.00	.63	2.00	1.32	2.75	3.39	2.43
August	8.50	9.00	9.00	11.00	11.50	10.50	.68	1.48	1.50	3.03	2.97	2.01
September	8.00	8.50	8.00	10.00	11.50	10.00	.68	1.48	1.00	2.53	3.47	2.01
October	8.00	8.50	8.00	10.00	11.00	10.00	.68	1.48	1.00	2.65	2.97	2.01
November	8.00	8.50	8.00	10.00	11.00	10.00	.68	1.48	1.00	2.65	2.97	2.01
December	8.00	8.50	8.00	10.00	11.00	10.00	.68	1.48	1.00	2.65	2.97	2.01

*Loss.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN SOUTH CENTRAL STATES.

[New Orleans, Memphis, Birmingham, Atlanta & Nashville.]

	Prices.					Margins.				
	New Orleans.	Memphis.	Birmingham.	Atlanta.	Nashville.	New Orleans.	Memphis.	Birmingham.	Atlanta.	Nashville.
	F. P.†	F. P.†	F. P.†	F. P.†	F. P.†	F. P.†	F. P.†	F. P.†	F. P.†	F. P.†
1902.										
Per cent independent sales for year	*11.2*	*20.6*	*0.0*	*0.0*	*0.0*	*11.2*	*20.6*	*0.0*	*0.0*	*0.0*
Prices and margins:										
January	10.00	10.00	11.50	10.00	11.00	1.69	1.85	3.06	.87	3.09
February	10.00	9.50	11.50	11.00	11.00	1.69	1.35	3.06	1.87	3.09
March	9.00	9.50	11.50	11.00	11.00	.69	1.35	3.06	1.87	3.09
April	8.00	9.50	11.50	11.00	11.00	*.56	1.10	2.81	1.62	2.84
May	8.00	9.50	11.50	11.00	11.00	*.56	1.10	2.81	1.62	2.84
June	8.00	9.50	11.50	11.50	11.00	*.56	1.10	2.81	2.12	2.84
July	8.00	9.50	11.50	11.50	11.00	*.98	1.32	2.92	1.93	2.69
August	8.00	9.50	11.50	11.50	11.00	*.98	1.32	2.92	1.93	2.69
September	8.00	8.50	11.50	11.50	11.00	*.98	.32	2.92	1.93	2.69
October	8.00	8.50	11.50	11.50	11.00	*.98	.32	2.92	1.93	2.69
November	8.50	8.50	12.00	12.00	11.50	*1.48	*.68	2.42	1.43	2.19
December	9.50	10.00	13.00	13.00	12.50	*.98	.32	2.92	1.93	2.69
1903.										
Per cent independent sales for year	*34.0*	*31.5*	*17.0*	*0.0*	*0.5*	*34.0*	*31.5*	*17.0*	*0.0*	*0.5*
Prices and margins:										
January	10.50	11.00	14.00	14.00	13.50	*1.36	.43	3.36	2.49	3.28
February	10.50	11.00	14.00	14.00	13.50	*1.36	.43	3.36	2.49	3.28
March	11.50	11.00	14.00	14.00	13.50	*.36	.43	3.36	2.49	3.28
April	11.50	11.00	14.00	14.00	13.50	*.36	.43	3.36	2.49	3.28
May	11.00	10.50	13.00	13.50	13.00	*.36	.43	2.86	2.49	3.28
June	10.50	10.00	12.00	13.00	12.50	*.36	.43	2.36	2.49	3.28
July	10.50	10.00	12.00	13.00	12.50	.50	.52	1.94	2.65	3.44
August	10.00	10.00	12.00	13.00	12.50	.00	.52	1.94	2.65	3.44
September	10.00	10.00	12.00	13.00	12.50	.00	.52	1.94	2.65	3.44
October	10.00	10.00	12.00	13.00	12.50	*.50	.02	1.44	2.15	2.94
November	12.50	11.50	13.50	14.50	14.00	.75	.27	1.69	2.40	3.19
December	12.50	12.50	14.00	14.50	14.00	.75	1.27	2.19	2.40	3.19

1904.										
Per cent independent sales for year	*51.2*	*27.6*	*11.6*	*0.0*	*0.0*	*51.2*	*27.6*	*11.6*	*0.0*	*0.0*
Prices and margins:										
January	12.50	12.50	14.00	14.50	14.00	.77	1.36	2.45	2.69	3.33
February	12.00	12.50	14.00	14.50	14.00	.27	1.36	2.45	2.69	3.33
March	12.00	12.50	14.00	14.50	14.00	.27	1.36	2.45	2.69	3.35
April	11.00	12.00	13.50	14.00	13.50	*.23	1.36	2.45	2.69	3.35
May	11.00	11.50	13.00	14.00	13.50	.02	1.11	2.20	2.94	3.60
June	10.50	11.00	13.00	13.50	13.00	*.48	.61	2.20	2.44	3.10
July	10.50	11.00	13.00	13.50	12.50	.15	1.18	2.71	2.98	3.11
August	9.50	10.50	13.00	13.00	12.50	*.85	.68	2.96	2.48	3.11
September	9.50	10.50	13.00	13.00	12.00	*1.35	.18	2.46	1.98	2.11
October	9.50	10.50	13.00	13.00	12.00	*1.35	.18	2.46	1.98	2.11
November	9.00	10.50	13.00	13.00	12.00	*1.85	.18	2.46	1.98	2.11
December	9.00	10.50	13.00	13.00	12.00	*1.85	.18	2.46	1.98	2.11
1905.										
Per cent independent sales for year	*29.9*	*16.6*	*6.1*	*0.0*	*1.7*	*29.9*	*16.6*	*6.1*	*0.0*	*1.7*
Prices and margins:										
January	8.50	10.50	13.00	13.00	12.00	*1.99	.52	2.87	2.42	2.64
February	8.00	10.50	12.50	12.50	11.50	*1.49	1.52	3.37	2.92	3.14
March	8.00	9.50	11.50	12.50	11.00	*1.49	.52	2.37	2.92	2.64
April	8.00	9.50	11.50	12.50	11.00	*1.49	.52	2.37	2.92	2.64
May	8.00	9.50	11.50	12.00	11.00	*.99	1.02	2.87	2.92	3.14
June	8.00	9.50	11.50	12.00	10.50	*.99	1.02	2.87	2.92	2.64
July	8.00	9.50	11.50	12.00	10.50	*.94	1.24	2.78	3.05	2.75
August	8.00	9.50	11.50	12.00	10.50	*.94	1.24	2.78	3.05	2.75
September	8.00	9.50	11.50	12.00	10.50	*.94	1.24	2.78	3.05	2.75
October	8.00	9.00	11.50	12.00	10.50	*1.44	.24	2.28	2.55	2.25
November	9.00	9.00	11.50	12.00	10.50	*.44	.24	2.28	2.55	2.25
December	9.00	9.00	11.50	12.00	10.50	*.94	*.26	1.53	2.05	1.75
1906.										
Per cent independent sales for year	*30.1*	*22.3*	*6.4*	*0.7*	*10.3*	*30.1*	*22.3*	*6.4*	*0.7*	*10.3*
Prices and margins:										
January	9.50	9.00	11.50	12.00	10.50	.12	*.49	1.53	2.07	1.75
February	9.50	9.00	11.50	12.00	10.50	.12	*.49	1.53	2.07	1.75
March	9.50	9.00	11.50	12.00	10.50	.12	*.49	1.53	2.07	1.75
April	9.50	9.00	11.50	12.00	10.50	.12	*.49	1.53	2.07	1.75
May	9.50	9.00	11.50	12.00	10.50	*.13	*.74	1.28	1.82	1.50
June	9.50	9.00	11.50	12.00	10.50	*.13	*.74	1.28	1.82	1.50
July	9.50	9.00	10.50	11.50	10.50	.21	.02	.91	1.87	1.87
August	9.50	9.00	10.50	11.50	10.00	.10	*.15	.41	1.37	1.04
September	9.50	8.50	10.50	11.00	9.50	1.10	.35	1.41	1.87	1.54
October	9.00	8.50	10.50	11.00	9.50	.60	.35	1.41	1.87	1.54
November	9.00	8.50	10.50	11.00	9.50	.60	.35	1.41	1.87	1.54
December	9.00	8.50	10.50	11.00	9.50	.60	.35	1.41	1.87	1.54

* Loss.

† Fireproof.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN OHIO.

[Cincinnati, Cleveland, Dayton, Columbus, and South Bend, Ind.]

	Prices.					Margins.				
	Cincinnati.	Cleveland.	Dayton.	Columbus.	South Bend.	Cincinnati.	Cleveland.	Dayton.	Columbus.	South Bend.
	Perfection.†	W. W.	Perfection.	W. W.	Perfection.	Pf.	W. W.	Pf.	W. W.	Pf.
1902.										
Per cent independent sales for year	*26.8*	*8.3*	.....	*0.0*	*0.0*	*26.8*	*8.3*	.....	*0.0*	*0.0*
Prices and margins:										
January	6.00	7.00	7.50	8.00	8.50	*.41	2.01	1.72	2.16	2.57
February	6.00	7.00	7.50	8.00	8.50	*.41	2.01	1.72	2.16	2.57
March	6.00	7.00	7.50	8.00	8.50	*.41	2.01	1.72	2.16	2.57
April	6.00	7.50	7.50	8.50	8.50	*.66	2.26	1.47	2.41	2.32
May	6.50	7.50	7.50	8.50	8.50	*.16	2.26	1.47	2.41	2.32
June	6.50	7.50	7.50	8.50	8.50	*.16	2.26	1.47	2.41	2.32
July	6.50	7.50	6.50	8.50	8.50	.04	2.35	.61	2.53	2.38
August	6.50	7.50	6.50	8.50	8.00	.04	2.35	.61	2.53	1.88
September	6.00	7.00	6.50	8.50	8.00	*.46	1.85	.61	2.53	1.88
October	6.00	7.00	6.50	8.50	8.00	*.46	1.85	.61	2.53	1.88
November	6.50	8.00	7.00	9.50	8.00	*.96	1.85	.11	2.53	.88
December	7.50	8.50	8.00	10.00	8.50	*.46	1.85	.61	2.53	.88
1903.										
Per cent independent sales for year	*35.5*	*11.2*	.....	*0.0*	*0.0*	*35.5*	*11.2*	.....	*0.0*	*0.0*
Prices and margins:										
January	8.00	9.50	9.00	11.00	9.50	*.57	2.30	.98	2.98	1.24
February	8.50	9.50	9.00	11.00	9.50	*.07	2.30	.98	2.98	1.24
March	8.50	9.50	9.00	11.00	9.50	*.07	2.30	.98	2.98	1.24
April	8.50	9.00	9.00	11.00	9.50	*.07	1.80	.98	2.98	1.24
May	8.00	9.00	9.00	10.50	9.50	*.07	2.30	1.48	2.98	1.74
June	7.50	7.50	8.50	9.50	9.50	*.07	1.30	1.48	2.48	2.24
July	7.50	7.50	8.50	9.50	9.00	.03	1.34	1.59	2.59	1.66
August	7.00	7.50	8.50	9.50	9.00	*.47	1.34	1.59	2.59	1.66
September	7.00	7.50	8.50	9.50	8.50	*.47	1.34	1.59	2.59	1.16
October	7.00	7.50	8.50	9.50	8.50	*.97	.84	1.09	2.09	.66
November	9.50	9.00	10.00	10.50	10.00	.28	1.09	1.34	1.84	.91
December	10.00	10.00	10.50	11.50	10.00	.78	2.09	1.84	2.84	.91

1904.										
Per cent independent sales for year	*45.3*	*11.7*	.....	*2.3*	*0.0*	*45.3*	*11.7*	.....	*2.3*	*0.0*
Prices and margins:										
January	10.50	10.00	11.00	11.50	10.00	1.53	2.13	2.47	2.86	1.04
February	9.50	10.00	10.50	11.50	10.50	.53	2.13	1.97	2.86	1.54
March	9.00	10.00	10.00	11.50	10.50	.03	2.13	1.47	2.86	1.54
April	8.00	9.50	9.00	11.00	10.00	*.47	2.13	.97	2.86	1.54
May	8.00	9.00	9.00	10.50	10.00	*.22	1.88	1.22	2.61	1.79
June	8.00	9.00	8.50	10.50	10.00	*.22	1.88	.72	2.61	1.79
July	7.50	8.50	8.50	10.00	10.00	*.09	1.84	1.19	2.72	2.40
August	7.00	7.00	8.00	9.50	10.00	*.59	.34	.69	2.22	2.40
September	7.00	7.00	7.50	9.50	10.00	*1.09	*.16	*.31	1.72	1.90
October	7.00	7.00	7.50	9.50	10.00	*1.09	*.16	*.31	1.72	1.90
November	7.00	7.00	7.50	9.50	10.00	*1.09	*.16	*.31	1.72	1.90
December	7.00	7.00	7.50	9.50	9.50	*1.09	*.16	*.31	1.72	1.40
1905.										
Per cent independent sales for year	*43.2*	*10.0*	.....	*0.0*	*0.0*	*43.2*	*10.0*	.....	*0.0*	*0.0*
Prices and margins:										
January	7.00	7.00	7.50	9.50	9.50	*.87	.27	0.00	1.93	1.85
February	7.00	7.00	7.50	9.50	8.50	.13	1.27	1.00	2.93	1.85
March	6.50	6.50	7.00	9.00	8.50	*.37	.77	.50	2.43	1.85
April	6.50	6.50	7.00	9.00	8.50	*.37	.77	.50	2.43	1.85
May	6.50	6.00	7.00	8.50	8.50	.13	.77	1.00	2.43	2.35
June	6.50	6.00	7.00	8.50	8.50	.13	.77	1.00	2.43	2.35
July	6.50	6.00	7.00	8.50	8.50	.36	.74	1.13	2.69	2.45
August	6.50	6.00	7.00	8.50	8.50	.36	.74	1.13	2.69	2.45
September	6.50	6.00	7.00	8.50	8.50	.36	.74	1.13	2.69	2.45
October	6.50	6.50	7.00	9.00	8.50	*.14	.74	.63	2.69	1.95
November	6.50	6.50	7.00	9.00	9.00	.86	.74	.63	2.69	2.45
December	6.50	7.00	7.50	9.50	9.00	.36	.74	.63	2.69	1.95
1906.										
Per cent independent sales for year	*23.0*	*10.1*	.....	*3.9*	*0.0*	*23.0*	*10.1*	.....	*3.9*	*0.0*
Prices and margins:										
January	6.50	7.00	7.50	9.50	9.50	.37	.75	.57	2.48	2.36
February	6.50	7.00	7.50	9.50	9.50	.37	.75	.57	2.48	2.36
March	6.50	7.00	7.50	9.50	9.50	.37	.75	.57	2.48	2.36
April	6.50	7.00	7.50	9.50	9.50	.37	.75	.57	2.48	2.36
May	6.50	7.50	7.50	9.50	9.50	.12	1.00	.32	2.23	2.11
June	6.50	7.50	8.00	9.50	9.50	.12	1.00	.82	2.23	2.11
July	6.50	7.50	8.00	9.00	9.00	.81	1.58	1.30	2.42	2.33
August	6.50	7.50	8.00	9.00	9.00	.84	1.58	1.40	2.42	2.02
September	6.25	6.50	7.50	8.00	8.00	.59	1.58	1.90	2.42	2.02
October	6.25	6.50	7.50	8.00	8.00	.59	1.58	1.90	2.42	2.02
November	6.25	6.50	7.50	8.00	8.00	.59	1.58	1.90	2.42	2.02
December	6.25	6.50	7.50	8.00	8.00	*.23	1.58	1.90	2.42	2.02

* Loss.

† Prime White November, 1905, to August, 1906, inclusive.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN INDIANA.

[Evansville, Indianapolis & South Bend.]

Date.	Prices.			Margins.		
	Evansville.	Indianapolis.	South Bend.	Evansville.	Indianapolis.	South Bend.
	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.
1902.						
Per cent independent sales for year	*50.8*	*28.3*	*0.0*	*30.8*	*28.3*	*0.0*
Prices and margins:						
January	7.00	7.00	8.50	*.05	.35	2.57
February	7.00	7.00	8.50	*.05	.35	2.57
March	7.00	7.00	8.50	*.05	.35	2.57
April	7.00	7.00	8.50	*.30	.10	2.32
May	7.00	7.00	8.50	*.30	.10	2.32
June	7.00	7.00	8.50	*.30	.10	2.32
July	7.00	7.00	8.50	*.34	.17	2.38
August	7.00	7.00	8.00	*.34	.17	1.88
September	6.50	6.50	8.00	*.84	*.33	1.88
October	6.50	6.50	8.00	*.84	*.33	1.88
November	6.50	6.50	8.00	*1.84	*1.33	.88
December	8.00	8.00	8.50	*.84	*.33	.88
1903.						
Per cent independent sales for year	*33.9*	*25.6*	*0.0*	*33.9*	*25.6*	*0.0*
Prices and margins:						
January	8.50	9.00	9.50	*1.12	.17	1.24
February	9.00	9.00	9.50	*.62	.17	1.24
March	9.50	9.00	9.50	*.12	.17	1.24
April	9.50	9.00	9.50	*.12	.17	1.24
May	9.50	9.00	9.50	.38	.67	1.74
June	9.00	8.00	9.50	.38	.17	2.24
July	9.00	8.00	9.00	.89	.39	1.66
August	9.00	8.00	9.00	.89	.39	1.66
September	9.00	8.00	8.50	.89	.39	1.16
October	9.00	8.00	8.50	.39	*.11	.66
November	10.50	9.50	10.00	.64	1.14	.91
December	11.00	10.50	10.00	1.14	1.14	.91

1904.						
Per cent independent sales for year	*29.0*	*22.0*	*0.0*	*29.0*	*22.0*	*0.0*
Prices and margins:						
January	11.50	11.00	10.00	1.62	1.77	1.04
February	11.50	11.00	10.50	1.62	1.77	1.54
March	11.50	10.50	10.50	1.62	1.27	1.54
April	10.00	10.00	10.00	.62	1.27	1.54
May	10.00	10.00	10.00	.87	1.52	1.79
June	9.50	9.50	10.00	.37	1.02	1.79
July	9.50	9.50	10.00	1.05	1.62	2.40
August	9.50	9.00	10.00	1.05	1.12	2.40
September	9.00	8.50	10.00	.05	.12	1.90
October	9.00	8.50	10.00	.05	.12	1.90
November	9.00	8.50	10.00	.05	.12	1.90
December	9.00	8.50	9.50	.05	.12	1.40
1905.						
Per cent independent sales for year	*30.5*	*19.8*	*0.0*	*30.5*	*19.8*	*0.0*
Prices and margins:						
January	9.00	8.50	9.50	.42	.53	1.85
February	8.50	8.50	8.50	.92	1.53	1.85
March	8.50	8.00	8.50	.92	1.03	1.85
April	8.50	8.00	8.50	.92	1.03	1.85
May	8.50	8.00	8.50	1.42	1.53	2.35
June	8.50	8.00	8.50	1.42	1.53	2.35
July	8.50	8.00	8.50	1.72	1.61	2.45
August	8.50	8.00	8.50	1.72	1.61	2.45
September	8.50	8.00	8.50	1.72	1.61	2.45
October	8.50	8.00	8.50	1.22	1.11	1.95
November	8.50	8.00	9.00	1.22	1.11	2.45
December	9.00	8.50	9.00	1.22	1.11	1.95
1906.						
Per cent independent sales for year	*43.9*	*30.7*	*0.0*	*43.9*	*30.7*	*0.0*
Prices and margins:						
January	9.00	8.50	9.50	.86	.88	2.36
February	9.00	8.50	9.50	.86	.88	2.36
March	9.00	8.50	9.50	.86	.88	2.36
April	9.00	8.50	9.50	.86	.88	2.36
May	9.00	8.50	9.50	.61	.63	2.11
June	9.00	8.50	9.50	.61	.63	2.11
July	9.00	8.00	9.00	1.23	.87	2.33
August	9.00	8.00	9.00	.90	.38	2.02
September	8.00	7.00	8.00	.90	.38	2.02
October	8.00	7.00	8.00	.90	.38	2.02
November	8.00	7.00	8.00	.90	.38	2.02
December	8.00	7.00	8.00	.90	.38	2.02

* Loss.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN ILLINOIS.

[Freeport, Peoria, Rockford & Chicago, and Davenport, Ia., and South Bend, Ind.]

	Prices.						Margins.					
	Freeport.	Peoria.	Rockford.	Chicago.	Davenport.	South Bend.	Freeport.	Peoria.	Rockford.	Chicago.	Davenport.	South Bend.
	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.
1902.												
Per cent independent sales for year		*40.4*		*11.9*	*0.0*	*0.0*		*40.4*		*11.9*	*0.0*	*0.0*
Prices and margins:												
January	9.00	7.50	8.50	6.50	8.00	8.50	2.04	.48	2.14	.54	.78	2.57
February	9.00	7.50	8.50	6.50	7.50	8.50	2.04	.48	2.14	.54	.28	2.57
March	9.00	7.50	8.50	6.50	7.50	8.50	2.04	.48	2.14	.54	.28	2.57
April	9.00	7.50	8.50	6.50	8.00	8.50	1.79	.23	1.89	.29	.53	2.32
May	9.00	7.50	7.50	6.50	8.00	8.50	1.79	.23	.89	.29	.53	2.32
June	9.00	7.50	7.50	6.50	8.00	8.50	1.79	.23	.89	.29	.53	2.32
July	9.00	7.50	7.50	6.50	8.00	8.50	1.91	.41	.74	.29	.43	2.38
August	9.00	7.50	7.50	6.50	8.00	8.00	1.91	.41	.74	.29	.43	1.88
September	9.00	7.00	7.50	6.50	8.00	8.00	1.91	*.09	.74	.29	.43	1.88
October	9.00	7.00	7.50	6.50	8.00	8.00	1.91	*.09	.74	.29	.43	1.88
November	8.00	7.50	8.00	7.50	9.00	8.00	*.09	*.59	.24	.29	.43	.88
December	8.50	8.50	8.50	8.50	9.50	8.50	*.09	*.09	.24	.79	.43	.88
1903.												
Per cent independent sales for year		*54.0*		*11.4*	*0.0*	*0.0*		*54.0*		*11.4*	*0.0*	*0.0*
Prices and margins:												
January	9.50	8.50	9.50	9.50	10.50	9.50	.40	*.85	.57	1.27	.95	1.24
February	9.50	9.50	9.50	9.50	10.50	9.50	.40	.15	.57	1.27	.95	1.24
March	9.50	9.50	9.50	9.50	10.50	9.50	.40	.15	.57	1.27	.95	1.24
April	9.50	9.50	9.50	9.50	10.50	9.50	.40	.15	.57	1.27	.95	1.24
May	9.50	8.50	9.50	9.00	10.00	9.50	.90	*.35	1.07	1.27	.95	1.74
June	9.00	8.00	9.00	8.50	9.50	9.50	.90	*.35	1.07	1.27	.95	2.24
July	9.00	8.00	9.00	8.50	9.50	9.00	.90	*.14	1.14	1.32	1.09	1.66
August	9.00	8.00	9.00	8.50	9.50	9.00	.90	*.14	1.14	1.32	1.09	1.66
September	9.00	8.00	8.50	8.50	9.50	8.50	.90	*.14	.64	1.32	1.09	1.16
October	9.00	8.00	8.50	8.50	9.50	8.50	.40	*.64	.14	.82	.59	.66
November	11.00	10.00	10.50	10.50	11.50	10.00	1.15	.11	.89	1.57	1.34	.91
December	11.00	11.00	10.50	10.50	11.50	10.00	1.15	1.18	.89	1.57	1.34	.91

Per cent independent sales for year		*31.2*		*12.7*	*0.0*	*0.0*		*31.2*		*12.7*	*0.0*	*0.0*
Prices and margins:												
January	11.00	11.50	10.50	10.50	11.50	10.00	1.12	1.57	1.23	1.79	1.29	1.04
February	11.00	11.50	11.00	10.00	11.00	10.50	1.12	1.57	1.73	1.29	.79	1.54
March	10.00	11.00	10.00	10.00	11.00	10.50	.12	1.07	.73	1.29	.79	1.54
April	9.50	10.50	9.50	9.50	10.50	10.00	.12	1.07	.73	1.29	.79	1.54
May	9.50	10.50	9.50	9.50	10.50	10.00	.37	1.32	.98	1.54	1.04	1.79
June	9.00	10.00	9.50	9.00	10.50	10.00	*.13	.82	.98	1.04	1.04	1.79
July	9.00	10.00	9.50	8.50	10.00	10.00	.65	1.35	1.52	1.06	1.25	2.40
August	9.00	9.50	8.00	8.50	10.00	10.00	.65	.85	.02	1.06	1.25	2.40
September	9.00	9.50	8.00	8.50	10.00	10.00	.15	.35	*.48	.56	.75	1.90
October	9.00	9.50	8.00	8.50	10.00	10.00	.15	.35	*.48	.56	.75	1.90
November	9.00	9.50	8.00	8.50	10.00	10.00	.15	.35	*.48	.56	.75	1.90
December	9.00	9.50	8.00	8.50	10.00	9.50	.15	.35	*.48	.56	.75	1.40
1905.												
Per cent independent sales for year		*26.8*		*12.4*	*0.0*	*0.0*		*26.8*		*12.4*	*0.0*	*0.0*
Prices and margins:												
January	9.00	9.50	8.00	8.50	10.00	9.50	.25	.82	*.17	1.00	1.10	1.85
February	8.00	9.50	8.50	7.50	9.00	8.50	.25	1.82	1.33	1.00	1.10	1.85
March	8.00	8.50	8.00	7.50	9.00	8.50	.25	.82	.83	1.00	1.10	1.85
April	8.00	8.50	8.00	7.50	9.00	8.50	.25	.82	.83	1.00	1.10	1.85
May	8.00	8.00	8.00	7.50	9.00	8.50	.75	.82	1.33	1.50	1.60	2.35
June	8.00	8.00	7.50	7.00	8.50	8.50	.75	.82	.83	1.00	1.10	2.35
July	8.00	8.00	7.50	7.00	8.50	8.50	.83	.96	1.02	1.00	1.23	2.45
August	8.00	8.00	7.50	7.00	8.50	8.50	.83	.96	1.02	1.00	1.23	2.45
September	8.00	8.00	7.50	7.00	8.50	8.50	.83	.96	1.02	1.00	1.23	2.45
October	8.00	8.00	7.50	7.00	8.50	8.50	.33	.46	.52	.50	.73	1.95
November	8.00	8.00	8.00	7.50	9.00	9.00	.33	.46	1.02	1.00	1.23	2.45
December	8.00	8.50	8.00	7.50	9.50	9.00	*.17	.46	.52	.50	1.23	1.95
1906.												
Per cent independent sales for year		*46.0*		*7.9*	*0.0*	*0.0*		*46.0*		*7.9*	*0.0*	*0.0*
Prices and margins:												
January	8.00	8.50	8.00	8.00	9.50	9.50	*.52	.43	.44	.98	1.05	2.36
February	8.00	8.50	8.00	8.00	9.50	9.50	*.52	.43	.44	.98	1.05	2.36
March	8.00	8.50	8.00	8.00	9.50	9.50	*.52	.43	.44	.98	1.05	2.36
April	8.00	8.50	8.00	8.00	9.50	9.50	*.52	.43	.44	.98	1.05	2.36
May	8.00	8.50	8.00	8.00	9.50	9.50	*.77	.18	.19	.73	.80	2.11
June	8.00	8.50	8.00	8.00	11.00	9.50	*.77	.18	.19	.73	2.30	2.11
July	8.00	8.00	7.50	8.00	10.50	9.00	.08	.19	.37	1.29	2.54	2.33
August	8.00	8.00	7.50	8.00	10.50	9.00	.45	.18	.55	1.37	2.72	2.02
September	7.50	7.00	7.00	6.50	9.50	8.00	.95	.18	1.05	.87	2.72	2.02
October	7.50	7.00	7.00	6.50	9.50	8.00	.95	.18	1.05	.87	2.72	2.02
November	7.50	7.00	7.00	6.50	9.50	8.00	.95	.18	1.05	.87	2.72	2.02
December	7.50	7.00	7.00	6.50	9.00	8.00	.95	.18	1.05	.87	2.22	2.02

* Loss.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN NORTHWEST.

[Minneapolis, Duluth, La Crosse, Fargo, & Mankato.]

	Prices.					Margins.				
	Minneapolis, Minn.	Duluth, Minn.	La Crosse, Wis.	Fargo, N. D.	Mankato, Minn.	Minneapolis, Minn.	Duluth, Minn.	La Crosse, Wis.	Fargo, N. D.	Mankato, Minn.
	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.	Perf.
1902.										
Per cent independent sales for year	*39.9*	*13.1*	*14.3*	*0.0*	*0.0*	*39.9*	*13.1*	*14.3*	*0.0*	*0.0*
Prices and margins:										
January	8.00	8.00	8.50	12.50	10.00	.41	*.20	1.42	2.85	2.03
February	7.50	8.00	8.00	12.50	10.00	*.09	*.20	.92	2.85	2.03
March	7.50	8.00	8.00	12.50	10.00	*.09	*.20	.92	3.17	2.03
April	7.50	8.00	8.00	12.50	9.75	*.34	*.45	.67	2.92	1.53
May	7.50	8.50	8.50	12.50	9.75	*.34	.05	1.17	2.92	1.53
June	7.50	8.50	8.50	12.50	9.75	*.34	.05	1.17	2.92	1.53
July	7.50	8.50	8.50	12.50	9.75	*.26	.27	1.23	2.66	1.65
August	7.50	8.50	8.50	12.50	9.75	*.26	.27	1.23	2.66	1.65
September	7.50	8.50	8.50	12.50	9.75	*.26	.27	1.23	2.66	1.65
October	7.50	8.50	8.50	12.50	9.75	*.26	.27	1.23	2.66	1.65
November	8.50	10.00	9.50	13.50	10.00	*.26	.77	1.23	2.66	.90
December	9.00	10.50	10.00	14.00	11.00	*.26	.77	1.23	2.66	1.40
1903.										
Per cent independent sales for year	*42.1*	*12.2*	*26.6*	*0.0*	*1.1*	*42.1*	*12.2*	*26.6*	*0.0*	*1.1*
Prices and margins:										
January	9.50	12.50	11.00	15.00	12.00	*.31	2.55	1.74	3.06	2.09
February	9.50	12.50	11.00	15.00	12.00	*.31	2.55	1.74	3.06	2.09
March	9.50	11.50	11.00	15.00	12.00	*.31	1.55	1.74	3.06	2.00
April	9.50	11.50	11.00	15.00	12.00	*.31	1.55	1.74	3.06	2.09
May	9.00	11.50	10.50	15.00	11.00	*.31	2.05	1.74	3.56	1.59
June	9.00	11.50	10.50	14.50	11.00	.19	2.55	2.24	3.56	2.09
July	8.50	10.50	10.00	14.50	11.00	*.29	1.82	1.79	3.99	2.29
August	8.50	10.50	10.00	14.50	11.00	*.29	1.82	1.79	3.99	2.29
September	8.50	10.50	9.50	14.00	11.00	*.29	1.82	1.29	3.49	2.29
October	8.50	10.50	9.50	13.50	11.00	*.79	1.32	.79	2.49	1.79
November	11.00	12.00	11.50	15.50	13.00	.46	1.57	1.54	3.24	2.54
December	11.00	12.00	11.50	15.50	13.00	.46	1.57	1.54	3.24	2.54

1904.										
Per cent independent sales for year	*41.8*	*9.9*	*38.6*	*0.0*	*0.0*	*41.8*	*9.9*	*38.6*	*0.0*	*0.0*
Prices and margins:										
January	11.50	12.00	11.50	15.50	13.00	.72	1.73	1.62	3.21	2.56
February	11.50	12.00	11.50	14.50	13.25	.72	1.73	1.62	2.21	2.81
March	11.00	10.50	11.50	14.50	13.25	.22	.23	1.62	2.21	2.81
April	10.50	10.00	11.00	14.50	12.75	.22	.23	1.62	2.71	2.81
May	10.50	9.00	11.00	14.50	12.75	.47	*.52	1.87	2.96	3.06
June	10.50	9.00	11.00	14.50	12.75	.47	*.52	1.87	2.96	3.06
July	10.00	8.50	11.00	14.50	12.25	.99	*.63	2.42	3.60	3.24
August	9.50	8.50	10.00	14.00	12.25	.74	*.38	1.67	3.10	3.49
September	9.00	8.50	9.00	13.50	11.50	*.26	*.88	.17	2.10	2.24
October	9.50	8.50	9.00	13.50	11.50	.24	*.88	.17	2.10	2.24
November	9.50	8.50	9.00	13.50	11.50	.24	*.88	.17	2.10	2.24
December	9.50	8.50	9.00	13.50	11.50	.24	*.88	.17	2.10	2.24
1905.										
Per cent independent sales for year	*37.7*	*7.3*	*35.3*	*33.0*	*0.0*	*37.7*	*7.3*	*35.3*	*33.0*	*0.0*
Prices and margins:										
January	9.00	8.50	9.00	13.50	11.75	.08	*.63	.51	2.42	2.33
February	8.50	8.50	8.50	12.50	11.00	.58	.37	1.01	2.42	2.58
March	8.50	8.50	8.50	12.00	10.50	.58	.37	1.01	1.92	2.08
April	8.50	8.50	8.50	12.00	10.50	.58	.37	1.01	1.92	2.08
May	8.50	8.50	8.50	12.00	10.50	1.08	.87	1.51	2.42	2.58
June	8.00	8.50	8.50	12.00	10.50	.58	.87	1.51	2.22	2.58
July	8.00	8.50	8.50	12.00	10.50	.78	1.23	1.66	2.53	2.79
August	8.00	8.50	8.50	12.00	10.50	.78	1.23	1.66	2.53	2.79
September	8.00	8.50	8.50	12.00	10.00	.78	1.23	1.66	2.53	2.29
October	8.00	8.50	8.50	12.00	10.00	.28	.73	1.16	2.03	2.29
November	8.50	8.50	9.00	12.00	10.50	.78	.73	1.66	2.03	2.79
December	8.50	8.50	9.00	12.50	10.50	.03	*.02	.91	2.23	2.54
1906.										
Per cent independent sales for year	*35.2*	*6.8*	*29.0*	*61.6*	*1.9*	*35.2*	*6.8*	*29.0*	*61.6*	*1.9*
Prices and margins:										
January	9.00	8.50	9.50	13.00	10.50	.36	*.18	1.33	2.62	2.26
February	9.00	8.50	9.50	13.00	10.50	.36	*.18	1.33	2.62	2.26
March	9.00	9.50	9.50	13.00	10.50	.36	.82	1.33	2.62	2.26
April	9.00	9.50	9.50	13.00	10.50	.36	.82	1.33	2.62	2.26
May	9.00	9.50	9.50	13.25	10.50	.11	.57	1.08	2.62	2.26
June	9.00	9.50	9.75	13.25	10.50	.11	.57	1.33	2.62	2.26
July	9.50	9.50	9.25	12.75	10.50	1.15	1.28	1.47	2.95	3.29
August	9.50	9.50	9.25	12.75	10.50	1.33	1.46	1.65	3.13	3.29
September	8.50	9.00	8.50	11.25	10.00	1.33	1.96	1.90	2.53	3.04
October	8.50	9.00	8.50	11.25	10.00	1.33	1.96	1.90	2.53	3.04
November	8.50	9.00	8.50	11.25	10.00	1.33	1.96	1.90	2.53	3.04
December	8.50	8.50	8.50	11.25	9.50	1.33	1.46	1.90	2.53	2.54

*Loss.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN ROCKY MOUNTAIN STATES.

[Las Cruces, Denver, Santa Fe, & Butte.]

	Prices.				Margins.			
	Las Cruces, N. M.	Denver.	Santa Fe.	Butte.	Las Cruces, N M.	Denver.	Santa Fe.	Butte.
	Cent. S.†	Cent. S.†	Cent. S.†	Cent. S.†	Cent. S.†	Cent. S.†	Cent. S.†	Cent. S.†
1902.								
Per cent independent sales for year								
Prices and margins:								
January	19.00	15.00	21.00	20.00	2.03	3.54	4.23	3.40
February	19.00	15.00	21.00	20.00	2.03	3.54	4.23	3.40
March	19.00	15.00	21.00	20.00	2.03	3.54	4.23	3.40
April	19.00	15.00	21.00	20.00	2.03	3.54	4.23	3.40
May	19.00	15.00	21.00	20.00	3.77	3.54	4.23	3.15
June	19.00	15.00	21.00	20.00	3.77	3.54	4.23	3.15
July	19.00	15.00	21.00	20.00	4.04	3.59	4.50	3.36
August	19.00	15.00	21.00	20.00	4.04	3.59	4.50	3.36
September	19.00	15.00	21.00	20.00	4.04	3.59	4.50	3.36
October	19.00	15.00	21.00	20.00	4.04	3.59	4.50	3.36
November	19.00	16.00	21.00	20.00	2.30	4.59	4.50	2.36
December	20.00	16.00	21.00	23.00	3.54	4.59	4.50	4.86
1903.								
Per cent independent sales for year								
Prices and margins:								
January	20.00	16.00	22.00	23.00	2.44	3.87	4.40	4.23
February	20.00	17.00	22.00	23.00	2.44	4.87	4.40	4.23
March	20.00	18.00	22.00	24.00	2.44	5.87	4.40	5.23
April	18.00	18.00	22.00	24.00	.44	5.87	4.40	5.23
May	18.00	18.00	22.00	24.00	1.19	5.87	4.90	5.73
June	18.00	18.00	22.00	23.00	1.69	5.87	4.90	5.23
July	18.00	18.00	21.00	23.00	1.92	6.02	4.13	6.07
August	18.00	18.00	21.00	23.00	1.92	6.02	4.13	6.07
September	18.00	18.00	21.00	23.00	2.26	6.02	4.13	6.07
October	19.00	18.00	21.00	23.00	2.76	6.02	4.13	6.07
November	19.00	18.00	23.00	24.00	1.67	6.02	6.13	7.07
December	20.00	20.00	24.00	24.00	2.67	7.02	6.13	6.07

1904.								
Per cent independent sales for year								
Prices and margins:								
January	20.00	20.00	24.00	24.00	3.06	6.51	6.27	5.90
February	18.00	20.00	24.00	24.00	1.06	6.38	6.14	5.77
March	17.00	19.00	23.00	23.00	2.11	5.38	5.14	4.77
April	18.00	18.00	23.00	23.00	3.61	4.88	5.64	5.27
May	18.00	16.00	23.00	23.00	3.86	2.88	5.70	5.27
June	18.00	16.00	23.00	23.00	3.86	3.01	5.70	5.27
July	18.00	16.00	23.00	23.00	4.51	2.89	6.49	5.13
August	18.00	16.00	23.00	23.00	4.76	3.39	7.12	5.76
September	18.00	16.00	23.00	23.00	4.26	3.39	7.12	5.76
October	18.00	16.00	23.00	23.00	4.26	3.39	7.12	5.76
November	14.00	16.00	19.00	23.00	2.31	3.39	3.12	5.76
December	14.00	16.00	19.00	23.00	2.31	3.39	3.12	5.76
1905.								
Per cent independent sales for year								
Prices and margins:								
January	14.00	16.00	19.00	23.00	3.11	3.50	2.92	6.65
February	14.00	16.00	19.00	22.00	2.74	4.00	3.42	5.55
March	13.00	15.00	19.00	20.00	1.74	3.00	3.42	3.55
April	13.00	15.00	19.00	20.00	1.74	3.00	3.42	3.55
May	13.00	15.00	19.00	20.00	.74	3.00	2.42	3.55
June	13.00	15.00	19.00	20.00	.74	3.00	2.42	3.55
July	13.00	15.00	19.00	20.00	.70	3.34	2.38	3.87
August	13.00	15.00	19.00	20.00	.70	3.34	2.38	3.87
September	13.00	15.00	19.00	20.00	.70	3.34	2.38	3.87
October	13.00	15.00	19.00	21.00	.70	3.34	2.38	4.87
November	15.00	15.00	20.00	21.00	2.20	3.34	3.38	4.87
December	15.00	15.00	20.00	22.00	2.20	3.34	3.38	5.87
1906.								
Per cent independent sales for year								
Prices and margins:								
January	15.00	15.00	20.00	22.00	2.07	3.41	3.25	5.73
February	15.00	12.00	20.00	20.00	2.07	1.16	4.00	4.48
March	15.00	10.00	20.00	20.00	2.07	*.59	4.25	4.73
April	15.00	10.00	20.00	20.00	.61	*.59	4.25	4.73
May	15.00	10.00	20.00	20.00	.61	*.59	4.25	4.73
June	15.00	10.00	20.00	20.00	.61	*.59	4.25	4.73
July	15.00	10.00	20.00	22.00	2.26	*.32	4.90	7.09
August	15.00	10.00	20.00	22.00	2.26	*.32	4.90	7.09
September	15.00	10.00	20.00	21.00	2.51	.18	5.40	7.23
October	15.00	10.00	19.00	21.00	2.51	.18	4.40	7.23
November	15.00	10.00	19.00	21.00	2.51	.18	4.40	7.23
December	15.00	11.00	19.00	21.00	2.51	1.18	4.40	7.23

* Loss.

† Continental Safety.

PETITIONER'S EXHIBIT 635—Continued.

Comparison of prices charged by Standard Oil Company for Water White illuminating oil delivered by tank wagon, in selected cities, by months, from 1902 to 1906, together with the corresponding margins, compiled from Petitioner's Exhibit 395—Continued.

TOWNS IN PACIFIC COAST STATES.

[Los Angeles, San Diego, San Francisco, Seattle, & Portland.]

	Prices.					Margins.				
	Los Angeles.	San Diego.	San Francisco.	Seattle.	Portland.	Los Angeles.	San Diego.	San Francisco.	Seattle.	Portland.
	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.	W. W.
1902.										
Per cent independent sales for year	†13.4	†0.0	†7.7	†0.8	†0.0	†13.4	†0.0	†7.7	†0.8	†0.0
Prices and margins:										
January	11.00	12.50	13.50	14.00	14.00	.36	1.63	2.39	3.05	3.14
February	11.00	12.50	13.50	14.00	14.00	.36	1.63	2.39	3.05	3.14
March	11.00	12.50	13.50	14.00	14.00	.36	1.63	2.39	3.05	3.14
April	11.00	12.50	13.50	14.00	14.00	.11	1.38	2.14	2.80	2.89
May	11.00	12.50	13.50	14.00	14.00	.11	1.38	2.14	2.80	2.89
June	11.00	12.50	13.50	14.00	14.00	.11	1.38	2.14	2.80	2.89
July	10.50	12.50	13.50	14.00	14.00	.11	1.38	2.14	2.80	2.89
August	10.50	12.50	13.50	14.00	14.00	*.41	1.46	2.00	2.95	2.99
September	10.50	12.50	13.50	14.00	14.00	*.41	1.46	2.00	2.95	2.99
October	10.50	12.50	13.50	14.00	14.00	*.41	1.46	2.00	2.95	2.99
November	11.50	13.50	14.50	15.00	15.00	*.41	1.46	2.00	2.95	2.99
December	11.50	13.50	15.00	15.50	15.50	*.91	.96	2.00	2.95	2.99
1903.										
Per cent independent sales for year	†23.4	†0.2	†6.2	†0.0	†0.0	†23.4	†0.2	†6.2	†0.0	†0.0
Prices and margins:										
January	12.00	14.00	16.00	16.50	16.50	*.98	.94	2.35	3.32	3.36
February	12.00	14.00	16.00	16.50	16.50	*.98	.94	2.35	3.32	3.36
March	12.00	14.00	16.00	16.50	16.50	*.98	.94	2.35	3.32	3.36
April	12.00	14.00	14.50	16.50	16.50	*.98	.94	.85	3.32	3.36
May	11.50	13.50	14.00	16.00	16.00	*.98	.94	.85	3.32	3.36
June	11.00	13.00	13.50	15.50	15.50	*.23	.94	.85	3.32	3.36
July	11.00	13.00	13.50	15.50	15.50	*.15	.97	.97	3.53	3.36
August	11.00	13.00	13.50	15.50	15.50	*.15	.97	.97	3.53	3.36
September	11.00	13.00	13.50	15.50	15.50	*.15	.97	.97	3.53	3.36
October	11.00	13.00	14.00	16.50	16.00	*.65	.47	.97	3.78	3.36
November	10.00	12.00	15.00	17.50	17.00	*2.90	*1.78	.72	3.53	3.11
December	10.00	12.00	15.00	17.50	17.00	*2.90	*1.78	.72	3.53	3.11

1904.										
Per cent independent sales for year	†33.4	†0.0	†7.1	†0.0	†0.0	†33.4	†0.0	†7.1	†0.0	†0.0
Prices and margins:										
January	10.00	12.00	14.50	17.00	16.50	*2.73	*1.59	.36	2.95	2.77
February	10.00	12.00	14.50	17.00	16.50	*2.73	*1.59	.36	2.95	2.77
March	10.00	12.00	14.50	17.00	16.50	*2.73	*1.59	.36	2.95	2.77
April	9.00	11.00	13.50	16.00	15.50	*3.23	*2.09	*.14	2.95	2.27
May	9.00	11.00	13.50	16.00	15.50	*2.98	*1.84	.11	2.70	2.52
June	9.00	11.00	13.50	16.00	15.50	*2.98	*1.84	.11	2.70	2.52
July	9.00	11.00	13.50	16.00	15.50	*2.63	*1.22	.43	3.17	3.12
August	7.50	9.50	12.50	15.50	15.00	*3.16	*1.30	1.73	5.55	4.12
September	7.50	9.50	12.50	15.50	15.00	*3.41	*1.55	1.48	5.30	3.87
October	7.50	9.50	12.50	15.50	15.00	*3.41	*1.55	1.48	5.30	3.87
November	7.50	9.50	12.50	15.50	15.00	*3.41	*1.55	1.48	5.30	3.87
December										
1905.										
Per cent independent sales for year	†28.2	†0.0	†7.9	†0.0	†1.5	†28.2	†0.0	†7.9	†0.0	†1.5
Prices and margins:										
January	7.50	9.50	12.50	15.50	15.00	*3.47	*1.56	1.42	3.83	3.75
February	7.50	9.50	12.00	15.00	14.50	*3.22	*1.31	1.17	3.58	3.50
March	7.50	9.50	12.00	15.00	14.50	*2.77	*.86	1.62	3.78	3.95
April	7.50	9.50	12.00	15.00	14.50	*2.77	*.86	1.62	3.78	3.95
May	7.50	9.50	11.00	14.50	14.00	*2.27	*.36	1.12	3.78	3.95
June	7.50	9.50	11.00	14.50	14.00	*2.27	*.36	1.12	3.78	3.95
July	7.50	9.50	10.50	14.00	14.00	*2.33	*.46	.66	3.73	4.01
August	7.50	9.50	10.50	14.00	14.00	*2.33	*.46	.66	3.73	4.01
September	7.50	9.50	10.50	14.00	14.00	*2.33	*.46	.66	3.73	4.01
October	7.50	9.50	10.00	14.00	14.00	*2.80	*.96	.16	3.23	3.51
November	7.50	9.50	10.50	14.00	14.00	*2.80	*.96	*.34	3.23	3.51
December	7.50	9.50	10.50	14.00	14.00	*2.80	*.96	.16	3.23	3.51
1906.										
Per cent independent sales for year	†21.6	†0.0	†2.0	†4.7	†0.8	†21.6	†0.0	†2.0	†4.7	†0.8
Prices and margins:										
January	7.50	9.50	10.50	14.00	14.00	*3.04	*1.07	.18	3.16	3.31
February	7.50	9.50	10.00	13.50	13.50	*2.54	*.57	.18	3.16	3.31
March	7.50	9.50	10.00	13.50	13.50	*2.54	*.57	.18	3.16	3.31
April	7.50	9.50	10.00	12.50	12.50	*2.54	*.57	.18	2.16	2.31
May	7.50	9.50	10.00	12.50	12.50	*2.54	*.57	.18	2.16	2.31
June	7.50	9.50	10.00	12.50	12.50	*2.54	*.57	.18	2.16	2.31
July	7.50	9.50	10.00	12.50	12.50	*2.44	*.39	.21	2.29	2.30
August	7.50	9.50	10.00	12.50	12.50	*2.44	*.39	.21	2.29	2.30
September	7.50	9.50	10.00	12.50	12.50	*2.44	*.39	.21	2.29	2.30
October	7.50	9.50	10.00	12.50	12.50	*2.44	*.39	.21	2.29	2.30
November	8.50	9.50	10.00	12.50	12.50	*1.44	*.39	.21	2.29	2.30
December										

* Loss.

† Includes this city and substations.

PETITIONER'S EXHIBIT 636.

No. 1977 C.

HARTFORD, CONN., 1/6, 1908.

Name: W. B. Parmeley.
Address: East Winsor Hill.

250 galls. Water White oil, at 9.

... " ..... at .....

Received payment for Standard Oil Co. of N. Y.

W. B. PARMELEE, *Driver.*

22,552. 1980 Pads.

PETITIONER'S EXHIBIT 637.

No. 1158 F.

~~Providence, R. I.~~
W. L., Jan. 6, 1908.

Name: Garvan.
Address: Windsor.

225 galls. Water White oil, at 8..... 18. 00

... " ..... at .....

Received payment for Standard Oil Co. of N. Y.

C. F. Q., *Driver.*

15129.

PETITIONER'S EXHIBIT 638.

Form B. 144-800 Books.
5519.

C 038.

Report of J. H. Evans, traveling from Providce station, for March 7, 1905.

No. .....

Sold to—	Town.	State.	Business.	Quantity.	Kind.	Price.	F. o. b. where.	To be shipped.
E. T. Sanford..	Tariffville.....	Conn..	.....	1,000 gals. as needed.	.....	8½ from tank wagon.		

If S. O. Co. change their price lower than the above price 8½ cents in Hartford same lower price to apply to his order as fast as taken.

J. H. EVANS,
For S. O. Co.

Parties called on without securing orders.	Town.	State.	Business.	State why did not secure orders. Report fully all sales and quotations made by others.

Oil at this time was selling at 11¢ from tank wagon.

EDW. T. SANFORD.

PETITIONER'S EXHIBIT 639.

MARCH 4, 1907.[a]

Delivered by—

STANDARD OIL CO. OF N. Y.

To L. E. Pease & Son,
Springfield.

100 galls. Water White oil, at 7..... $7.00

Received payment for the Company,

By CONEHEY. (?)

PETITIONER'S EXHIBIT 640.

No. 742.

COLLINSVILLE, CONN., *Feb. 23, 1906.*

Name: L. A. Carlton.
Address: Collinsville.

80 galls. Water White oil, at 11..... 8.80

--- " ..... at .....

Received payment for Standard Oil Co. of N. Y.

H. E. GRISWOLD, *Driver.*

PETITIONER'S EXHIBIT 641.

No. 819.

COLLINSVILLE, CONN., *March 16, 1906.*

Names: L. A. Carlton.
Address: Collinsville.

115 galls. Water White oil, at 11..... 12.65

--- " ..... at .....

Received payment for Standard Oil Co. of N. Y.

H. E. GRISWOLD, *Driver.*

7300. 1502 Pads.

[a] In the original a *6* and *7* are written over each other.

PETITIONER'S EXHIBIT 642.

E. C. MARSH,
Dealer in
COAL, WOOD, OIL, AND GASOLINE.
Office, 298 Main Street.
Telephone Call 88.

Ans. 6/14.

DANBURY, CONN., *June 13th, 1902.*

HISGEN BROTHERS,
Albany, N. Y.

GENTLEMEN: The Standard agent here is very much worked up about your visit here the other day, and blames the people for buying before saying something to him about the price; furthermore, he says to me, these people will be sorry for it; says he would not be surprised if the company would put on wagons and sell oil way down in price to show these people that they can sell as cheap as anybody.

I am a little afraid they will do this, and that will hurt me more than anyone else, and I am not in a position to stand this sort of business.

If it is possible, won't you defer this order until I know just what they will do; and if there is no possibility of them doing this, I shall buy of you; if they do anything they probably will do it at once; you understand my position, while I am not under any obligations to them in particular, they are in a position to crush me if they felt disposed, and I don't feel as though I can afford to excite their displeasure too much just now; but, as I said before, if they don't show any disposition to slaughter the price just now, I shall do business with you and show them that I am not owned by them.

Trust this will not cause you any trouble, and hope to do some business with you a little later on, I remain,

Yours truly,

E. C. MARSH.

Form No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.
(INCORPORATED.)

21,000 offices in America. Cable service to all the world.

This company transmits and delivers messages only on conditions limiting its liability, which have been assented to by the sender of the following message.
Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of unrepeated messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
This is an unrepeated message and is delivered by request of the sender, under the conditions named above.

10.10 A.

THOS. T. ECKERT, *President and General Manager.*

Number.	Sent by—	Recd. by—	Check.
6 A.	Vu.	sd.	6 Paid.

Received at ..... JUNE 14, 1902.
Dated: Danbury, Conn. 14.
To Hisgen Bros., Albany, N. Y.
Wrote you yesterday; don't ship oil.

E. C. MARCH.

Ans. 6/13.

Written on the back of this sheet in lead pencil: "Oil has been forwarded; received your message too late."

Also the words, in lead pencil: "B. S. BEEBE, 255 Orange St."

PETITIONER'S EXHIBIT 642—Continued.

Form No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

(INCORPORATED.)

21,000 offices in America. Cable service to all the world.

This company transmits and delivers messages only on conditions limiting its liability, which have been assented to by the sender of the following message.
Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of unrepeated messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
This is an unrepeated message and is delivered by request of the sender, under the conditions named above.

10 A. M.
THOS. T. ECKERT, *President and General Manager.*
Ans. 6/14.

Number.	Sent by—	Rec'd by—	Check.
5 A.	Bu.	sd.	4 Paid.

Received at ----------
Dated: Danbury, Conn. 14.
To Hisgen Bros., Tivoli St., Albany, N. Y.
Don't ship oil ordered.

JUNE 14, 1902.

DANBURY GROCERY CO.

Ans. 6/13.

PETITIONER'S EXHIBIT 643.

This is the oil can which is referred to in the record, page 3835.

PETITIONER'S EXHIBIT 644.

Uncancelled U. S. Stamp.

Mr. FRANK MILLER,
156 W. 105th St.,
New York, N. Y.

PETITIONER'S EXHIBIT 645.

NEW YORK, N. Y., *Apr. 21, '04.*

Mr. LEWIS HERDICK,
New York, N. Y.

DEAR SIR: Please send report the tenth of each month to Frank Miller, 156 West 105th St., New York City.

Enclosed find envelope for that purpose. Also please sign X to the enclosed letter of acknowledgment and mail as addressed.

Very truly, yours,

PETITIONER'S EXHIBIT 646.

ALBANY, N. Y., *Apr. 22, '04.*

Mr. FRANK MILLER,
New York, N. Y.

DEAR MR. MILLER: This is to acknowledge that I have received the instructions where to send certain letters. Please notice my signature is letter "X."

Yours, very truly,

(Signed) O.

This is a correct copy of letter mailed by me on April 30/04.

LEWIS RICHARD HERDICK.

PETITIONER'S EXHIBIT 647.

NEW YORK, N. Y., *May 13, '04.*

Mr. LEWIS HERDICK,
Albany, N. Y.

DEAR MR. HERDICK: Report received and is satisfactory for a beginner. Try and be more accurate in the information in future and have report include in full—

1. Dates when cars arrive.
2. Whether box or tank cars.
3. All letters and numbers on cars.
4. Contents of cars.

You will notice on each car a tag which probably states where car is from and contents, etc.

Make the report as full as possible, especially the reading and numbers on cars.

Very truly, yours, FRANK MILLER.

PETITIONER'S EXHIBIT 648.

NEW YORK, N. Y., *April 28, '04.*

Mr. LEWIS HERDICK,
Albany, N. Y.

DEAR SIR: Kindly let me know if you received the communication sent you last week.

Very truly, yours, FRANK MILLER.

Written on back of this exhibit in black ink:

"Answer to this letter mailed April 30/04, with advice of report later.

"LEWIS RICHARD HERDICK."

PETITIONER'S EXHIBIT 649.

DEAR SIR: I know of four tank cars of oil and three box car two tin boxes and one rosins, but I did not get the numbers of them or know where they came from; but I know they were here on April 16; there was one car, No. 18090 D–H, and one car, No. 16100 N. Y. C., and these two cars had rosins in them; one, No. 25538 N. Y. C., had empty carsenes oil barrels; on April 20 one car, No. 25035 C. C. R., had tin boxes; April 22 car No. 13 P. P. W. it had some kind of oil in it. I did not know what kind it was. April 27, car No. 64977 N. Y. C., it had tin boxes in it; this is my report for the month of April, and if I am not doing this right why let me know, or if there is anything else to do let me know, and hoping you will keep yowr agrement.

Will Close O.

This is my first report sent to Frank Miller, #156 W. 105th St., N. Y. City.

LEWIS RICHARD HERDICK.

~~April~~ MAY 1/04.

PETITIONER'S EXHIBIT 650.

Exhibit No. 7.

2/25	Denton Bros	Conklingville, N. Y	W. W.	12¢.
2/28	Gordon & Gilbert	Ellenburg Center, N. Y	" "	11½¢.
2/25	J. E. Darrolt	White Store, N. Y	" "	11¢.
2/24	C. H. Davis	Shokan, N. Y	" "	10½¢.
2/24	F. D. Babcock	Fish's Eddy, N. Y	" "	10½¢.
2/28	C. H. Wilbur	Osborn Bridge, N. Y	" "	10½¢.
2/24	Dean Bros	Millbrook, N. Y	" "	10¢.
2/24	Swart & Hitt	Margaretville, N. Y	" "	10¢.
2/24	C. A. West & Son	Lake George, N. Y	" "	10¢.
2/24	Walter Fox	Alexandria Bay, N. Y	" "	10¢.
2/24	C. E. Decker	Fleischman, N. Y	" "	10¢.
2/28	F. L. Dodge	Ashland, N. Y	" "	10¢.
2/25	W. H. Fowler	Plattskill, N. Y	" "	9½¢.
2/25	J. A. Perry	Champlain, N. Y	" "	9½¢.
2/25	W. B. Adams	Cannonsville, N. Y	" "	9½¢.
2/25	Brown & Cook	Cherry Valley, N. Y	" "	9½¢.
2/25	C. H. Young	Callicoon, N. Y	" "	9½¢.
2/25	M. R. Millius	East Nassau, N. Y	" "	9¢.
2/25	Albert N. Gebo	South Glens Falls, N. Y	" "	9¢.
2/25	G. Serafford	Rotterdam Junction, N. Y	" "	9¢.
2/25	John Thornton	Spring Glen, N. Y	" "	9¢.
2/24	E. E. Dockstader	Pattersonville, N. Y	" "	9¢.
2/25	N. W. Flint	Akron, N. Y	" "	9¢.
2/24	Geo. C. Buell Co	Auburn, N. Y	" "	9¢.
2/25	A. W. Balle & Son	Chatham, N. Y	" "	9¢.
2/27	C. M. Britt	Catskill, N. Y	" "	9¢.
2/24	R. G. Dye & Co	Ballston Spa, N. Y	" "	8½¢.
2/28		Amsterdam, N. Y	" "	8½¢.
2/28		Troy, N. Y	" "	7¢.
2/28		Albany, N. Y	" "	7¢.
2/28		Cambridge, N. Y	" "	11¢.
2/28		Salem, N. Y	" "	11¢.

PETITIONER'S EXHIBIT 651.

4-7-'98. 30M. Blank L

Southern Railway Rate Issue No. A–10913.

Supersedes M. & C. R. R. Special H–320 (without date).

SOUTHERN RAILWAY COMPANY.

Rates of freight

(Stamped.) SUPERSEDED by A 15953 Effective 4/20/99

from

CINCINNATI, O., LOUISVILLE, KY., AND EVANSVILLE, IND.

to

SOUTHERN COMMON POINTS,

SOUTH CAROLINA JUNCTION POINTS,

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS,

C. L. Minimum 24000 Pounds

Per 100 Pounds.

Issued April 21, 1898. Effective From Apr. 8, 1898.

By H. F. SMITH, *General Freight Agent, Washington, D. C.*

Approved by J. M. CULP, *Traffic Manager, Washington, D. C.*

Ex. List: HWW4 WHH2 RLMcK3 EF3 Chas. Van Overbeke Chattanooga3 Memphis Gd. Junc. Corinth.

File 3/1479–K. Authority A–10913. *10913.*

(55)w

PETITIONER'S EXHIBIT 651—Continued.

To—	To Memphis, Corinth, or Grand Junc.	Southern Ry., Memphis Div.	East of Chatta.	Total.
Alabama City, Ala	14	11	8	33
Atlanta, Ga	13	10.4	9.6	33
Augusta, Ga	10	7.2	15.8	33
Anniston, Ala	13	10.1	9.9	33
Athens, Ga	10	7.2	15.8	33
Americus, Ga	13	11	26	50
Albany, Ga	13	11	26	50
Attalla, Ala	14.5	12.3	6.2	33
Blakely, Ga	15	12.6	43.4	71
Chattanooga, Tenn	15.5	13		28.5
Corinth, Miss	17	15		32
Columbus, Ga	10	7.3	15.7	33
Columbus, Miss	12	11.2	14.8	38
Calera, Ala	19	17.1	13.9	50
Cedartown, Ga	13	10.4	9.6	33
Columbia, S. C	11.5	9.2	24.8	45.5
Cartersville, Ga	15.5	13	17	45.5
Demopolis, Ala	10	7.2	19.8	37
Decatur, Ala	16.5	13.5		30
Dalton, Ga	13	10.4	9.6	33
Elberton, Ga	9	6	18	33
Eufaula, Ala	9	6.7	17.3	33
Eutaw, Ala	13	9	30	52
Florence, Ala	16.5	13.5		30
Forsyth, Ga	16	12.4	31.6	60
Greenville, S. C	10.5	8.4	26.6	45.5
Gadsden, Ala	14	11	8	33
Griffin, Ga	13	10.4	25.6	49
Huntsville, Ala	16.5	13.5		30
Harriman, Tenn	10.5	8	10	28.5
Jackson, Ga	18	14	29	61
Knoxville, Tenn	8.5	6.6	13.4	28.5
Macon, Ga	11	8.7	13.3	33
Milledgeville, Ga	10	8.2	16.8	35
Madison, Ga	18	14.6	28.4	61
Morrisons, Ga	16	13.8	27.2	57
Meridian, Miss	12	9.4	15.6	37
Opelika, Ala	10	7.3	15.7	33
Rome, Ga	13	10.4	9.6	33
Sheffield, Ala	16.5	13.5		30
Selma, Ala	10	8.1	14.9	33
Spartanburg, S. C	10.5	8.4	26.6	45.5
Social Circle, Ga	18	14.6	26.4	59
Tuscumbia, Ala	16.5	13.5		30
Tuscaloosa, Ala	4	6	23	33
Talladega, Ala	11	9.2	12.8	33
Washington, Ga	8	7	18	33
West Point, Ga	10	7.4	28.6	46

NOTE.—The same proportional rates as shown from Memphis, Corinth, or Grand Junction will apply upon shipments from other points north of the Ohio River.

PETITIONER'S EXHIBIT 652 A.

2-9-'99. 75 M. Form 453.

Rate Issue No. A–15953.

Supersedes Rate Issue No. A–10913, April 21st, 1898.

SOUTHERN RAILWAY COMPANY.

Rates of freight

from

EVANSVILLE, IND.,

(Proper & from beyond)

to

SOUTHERN COMMON POINTS,

SOUTH CAROLINA JUNCTION POINTS,

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY,

on

REFINED OIL AND PETROLEUM PRODUCTS

C. L. Minimum 24,000 Pounds.

Per 100 Pounds.

Issued April 17th, 1899. Effective April 20th, 1899.

By T. C. POWELL,
General Freight Agent, Washington, D. C.
E. A. NIEL,
Ass't Gen'l Freight Agent, Washington, D. C.
Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

Ex. List:
CBH8 WHH7 RELMcK3 Chas. Van Overbeke. Chattanooga3 Memphis, Gd. Jct., Corinth.

File. 3/1479-K.

(55)b Authority. A–15953.

Written across face of above: *File J. A. H. 4/28. Canceled by A 16358.*

PETITIONER'S EXHIBIT 652 A—Continued.

To—	To Memphis, Corinth, or Grand Junc.	Southern Ry., Memphis Div.	East of Chatta.	Total.
Alabama City, Ala	13.7	11.3	8	33
Atlanta, Ga	12.8	10.6	9.6	33
Anniston, Ala	9.5	7.7	15.8	33
Athens, Ga	12.7	10.4	9.9	33
Americus, Ga	9.5	7.7	15.8	33
Albany, Ga	13.2	10.8	26	50
Attalla, Ala	13.2	10.8	26	50
Blakely, Ga	14.7	12.1	6.2	33
Chattanooga, Tenn	15.1	12.5	43.4	71
Corinth, Miss	15.7	12.8		28
Columbus, Ga	17	15		32
Columbus, Miss	9.6	7.7	15.7	33
Calera, Ala	12.7	10.5	14.8	38
Cedartown, Ga	19.7	16.4	13.9	50
Columbia, S. C	12.8	10.6	9.6	33
Cartersville, Ga	11.4	9.3	24.8	45.5
Demopolis, Ala	15.7	12.8	17	45.5
Decatur, Ala	9.7	8.1	19.2	37
Dalton, Ga	16.4	13.6		30
Elberton, Ga	12.8	10.6	9.6	33
Eufaula, Ala	8.3	6.7	18	33
Eutaw, Ala	8.7	7	17.3	33
Florence, Ala	12.8	10.6	30	52
Forsyth, Ga	16.4	13.6		30
Greenville, S. C	15.5	12.9	31.6	60
Gadsden, Ala	10.4	8.5	26.6	45.5
Griffin, Ga	13.7	11.3	8	33
Huntsville, Ala	12.8	10.6	25.6	49
Harriman, Tenn	16.4	13.6		30
Jackson, Ga	10.2	8.3	10	28.5
Knoxville, Tenn	17.5	14.5	29	61
Macon, Ga	8.8	7.6	11.6	28.5
Milledgeville, Ga	10.8	8.9	13.3	33
Madison, Ga	10	8.2	16.8	35
Morrisons, Ga	17.8	14.8	28.4	61
Meridian, Miss	15.7	13.5	27.2	57
Opelika, Ala	11.8	9.6	15.6	37
Rome, Ga	9.6	7.7	15.7	33
Sheffield, Ala	12.8	10.6	9.6	33
Selma, Ala	16.4	13.6		30
Spartanburg, S. C	9.5	8.6	13.9	33
Social Circle, Ga	10.4	8.5	26.6	45.5
Tuscumbia, Ala	17.8	14.8	26.4	59
Tuscaloosa, Ala	16.4	13.6		30
Talladega, Ala	5.4	4.6	23	33
Washington, Ga	11.1	9.1	12.8	33
West Point, Ga	8.3	6.7	18	33
	9.7	7.7	28.6	46

On oil from or via Cairo, Ill., the line south of the junction points named will require their full proportion of current class rates.

PETITIONER'S EXHIBIT 652 B.

2-22-'99. 15 M. Form 62

19052
Rate Issue No. A ~~16358.~~

16358, May 24/1899.
Supersedes Rate Issue No. A ~~15953, April 17th, 1899.~~ *O. K. C. D. T.*

Authy. File Copy. SOUTHERN RAILWAY COMPANY.

Rates of freight

from

EVANSVILLE, IND., *Canceled by A 19052*
(Proper & from beyond)

to

SOUTHERN COMMON POINTS,

B. SOUTH CAROLINA JUNCTION POINTS,

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS.

C. L. Minimum 24,000 Pounds.

Per 100 Pounds.

Issued ~~May 24th,~~ Nov. 25 1899.

Effective ~~27th,~~ Nov. 25 1899.

E A N
By ~~T. C. POWELL,~~
General Freight Agent, Washington, D. C.

T C P
~~E. A NIEL,~~
~~Ass't Gen'l Freight Agent,~~ *Washington, D. C.*

Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

TCP3 15 JJH CLL JHD3 LAE3 EF3
Ex. List: CB~~H8~~ ~~WHH7~~ RLMcK10 Chas. Van Overbeke2.

4/4609
WHT3 GRB3 DC3 LLMcC3 CJ3 File. [~~3/1479-K-1~~
Chattanooga 3 Memphis, Gd. Jct., Corinth. 19052
JG3 FGBJr3 JG3 (~~65~~)b Authority. A ~~16358.~~

PETITIONER'S EXHIBIT 652 B—Continued.

To—	To Memphis, Corinth, or Grand Junc.	Southern Ry. (Memphis Div.)	East of Chatta.	Total.
Alabama City, Ala	12.7	10.4	9.9	33
Atlanta, Ga	12.8	10.6	9.6	33
Augusta, Ga	9.5	7.7	15.8	33
Anniston, Ala	12.7	10.4	9.9	33
Athens, Ga	9.5	7.7	15.8	33
Americus, Ga	13.2	10.8	26	60
Albany, Ga	13.2	10.8	26	50
Attalla, Ala	12.7	10.4	9.9	33
Blakely, Ga	8.7	7	42.3	58
Chattanooga, Tenn	15.6	12.9	.....	28.5
Corinth, Miss	17	15	.....	32
Columbus, Ga	9.6	7.7	15.7	33
Columbus, Miss.[a]	*12.7*	*10.5*	*14.8*	*58*
Calera, Ala	12.7	10.4	26.9	50
Cedartown, Ga	12.8	10.6	9.6	33
Columbia, S. C	11.4	9.3	24.8	45.5
Cartersville, Ga	15.6	12.9	17	45.5
Demopolis, Ala	9.8	7.9	19.3	37
Decatur, Ala	16.4	13.6	.....	30
Dalton, Ga	12.8	10.6	9.6	33
Elberton, Ga	8.3	6.7	18	33
Eufaula, Ala	8.7	7	17.3	33
Eutaw, Ala	9.9	8.1	29	47
Florence, Ala	16.4	13.6	.....	30
Forsyth, Ga	10.8	8.9	27 3	47
Greenville, S. C	10.4	8.5	26.6	45.5
Gadsden, Ala	12.7	10.4	9.9	33
Griffin, Ga	12.8	10.6	25.6	49
Huntsville, Ala	16.4	13.6	.....	30
Harriman, Tenn	10.2	8.3	10	28.5
Jackson, Ga	12.8	10.6	25.6	49
Knoxville, Tenn	9.3	7.6	11.6	28.5
Macon, Ga	10.8	8.9	13.3	33
Milledgeville, Ga	10	8.2	16.8	35
Madison, Ga	12.8	10.6	24.6	48
Morrisons, Ga	8.8	7.1	35.1	51
Meridian, Miss	11.8	9.6	15.6	37
Opelika, Ala	9.6	7.7	15.7	33
Rome, Ga	12.8	10.6	9.6	33
Sheffield, Ala	16.4	13.6	.....	30
Selma, Ala	10.5	8.6	13.9	33
Spartanburg, S. C	10.4	8.5	26.6	45.5
Social Circle, Ga	12.8	10.6	22.6	46
Tuscumbia, Ala	16.4	13.6	.....	30
Tuscaloosa, Ala	5.4	4.6	23	33
Talladega, Ala	11.1	9.1	12.8	33
Washington, Ga	8.3	6.7	18	33
West Point, Ga	11.8	9.6	28.6	50

[a] Line set in italics is stricken through in original.

On oil from or via Cairo, Ills., the line south of the junction points indicated will require their full proportion of current class rates.

PETITIONER'S EXHIBIT 652 C.

9-19-'99. 100 M. Form 489.

Rate Issue No. A-19052.

Supersedes Rate Issue No. A-16358 May 24th, 1899.

SOUTHERN RAILWAY COMPANY.

W. Rates of freight *Cancelled by*

Authority File Copy. from *A 21197*

EVANSVILLE, IND.,

(Proper & from beyond)

to

SOUTHERN COMMON POINTS

SOUTH CAROLINA JUNCTION POINTS

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS

C. L. Minimum 24,000 pounds.

Per 100 pounds.

Issued Nov. 28th, 1899. Effective Nov. 28th, 1899.

By E. A. NIEL,
General Freight Agent, Washington, D. C.
T. C. POWELL,
Assistant Freight Traffic Manager, Louisville, Ky.
Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

Ex. List:
CBH15 JJH7 TCP3 JHD3 LAE3 EF3
RLMcK10 Chas. VanOverbeke2 WHT3 File 4/4309-K.
GRB3 DC3
LLMcC3 CJ3 LG3 FGBJr3 JG3 Chatta.3
Memphis, Grand Jct. Corinth. Authority A-19052.

PETITIONER'S EXHIBIT 652 C—Continued.

To—	To Memphis, Corinth, or Grand Junc.	Southern Ry. (Mphs. Div.)	East of Chatta.	Total.
Alabama City, Ala	12.7	10.4	9.9	33
Atlanta, Ga	12.8	10.6	9.6	33
Augusta, Ga	9.5	7.7	15.8	33
Anniston, Ala	12.7	10.4	9.9	33
Athens, Ga	9.5	7.7	15.8	33
Americus, Ga	13.2	10.8	26	50
Albany, Ga	13.2	10.8	26	50
Attalla, Ala	12.7	10.4	9.9	33
Blakely, Ga	8.7	7	42.3	58
Chattanooga, Tenn	15.6	12.9		28.5
Corinth, Miss	17	15		32
Columbus, Ga	9.6	7.7	15.7	33
Calera, Ala	12.7	10.4	26.9	50
Cedartown, Ga	12.8	10.6	9.6	33
Columbia, S. C	11.4	9.3	24.8	45.5
Cartersville, Ga	15.6	12.9	17	45.5
Demopolis, Ala	9.8	7.9	19.3	37
Decatur, Ala	16.4	13.6		30
Dalton, Ga	12.8	10.6	9.6	33
Elberton, Ga	8.3	6.7	18	33
Eufaula, Ala	8.7	7	17.3	33
Eutaw, Ala	9.9	8.1	29	47
Florence, Ala	16.4	13.6		30
Forsyth, Ga	10.8	8.9	27.3	47
Greenville, S. C	10.4	8.5	26.6	45.5
Gadsden, Ala	12.7	10.4	9.9	33
Griffin, Ga	12.8	10.6	25.6	49
Huntsville, Ala	16.4	13.6		30
Harriman, Tenn	10.2	8.3	10	28.5
Jackson, Ga	12.8	10.6	25.6	49
Knoxville, Tenn	9.3	7.6	11.6	28.5
Macon, Ga	10.8	8.9	13.3	33
Milledgeville, Ga	10	8.2	16.8	35
Madison, Ga	12.8	10.6	24.6	48
Morrisons, Ga	8.8	7.1	35.1	51
Meridian, Miss	11.8	9.6	15.6	37
Opelika, Ala	9.6	7.7	15.7	33
Rome, Ga	12.8	10.6	9.6	33
Sheffield, Ala	16.4	13.6		30
Selma, Ala	10.5	8.6	13.9	33
Spartanburg, S. C	10.4	8.5	26.6	45.5
Social Circle, Ga	12.8	10.6	22.6	46
Tuscumbia, Ala	16.4	13.6		30
Tuscaloosa, Ala	5.4	4.6	23	33
Talladega, Ala	11.1	9.1	12.8	33
Washington, Ga	8.3	6.7	18	33
West Point, Ga	11.8	9.6	28.6	50

On oil from or via Cairo, Ills., the line south of the junction points indicated will require their full proportion of current class rates.

PETITIONER'S EXHIBIT 652 D.

11-25-'99. 100 M. Form 69.

Rate Issue No. A–21197.

Supersedes Rate Issue No. A–19052, Nov. 28th, 1899.

SOUTHERN RAILWAY COMPANY.

(Stamp.)

Mailed, May 7, 1900. Washington.

Rates of freight

from

EVANSVILLE, IND.,

(Proper and from beyond)

to

SOUTHERN COMMON POINTS

SOUTH CAROLINA JUNCTION POINTS

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS.

C. L. Minimum 24,000 pounds.

Per 100 pounds.

Issued April 23d, 1900. Effective April 24th, 1900.

By E. A. NIEL,
General Freight Agent, Washington, D. C.

T. C. POWELL,
Assistant Freight Traffic Manager, Louisville, Ky.

Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

Ex. list: ~~CHB15~~ ~~JJH7~~ ~~TCP3~~ ~~JHD3~~ ~~LAE3~~ File 5/2110–K.
~~RLMcK10~~ Chas. Van Overbeck3 ~~WHT3~~
~~GRB3~~ ~~DC3~~ ~~LIMcC3~~ ~~CJ3~~ ~~FGBJr3~~ ~~JG3~~
~~GGBJr.3~~ ~~Chatta.3~~ Memphis Grand Junction.
Corinth. Authority A–21197.

Written across the face of the above are the words: "W/D by A 27386—for rates to Petroleum Trf. No. 1." Also the words: "Authy file copy."

PETITIONER'S EXHIBIT 652 D—Continued.

To—	To Memphis, Corinth, or Grand Junc.	Southern Ry. (Mphs. Div.).	East of Chatta.	Total.
Alabama City, Ala	12.7	10.4	9.9	33
Atlanta, Ga	12.8	10.6	9.6	33
Augusta, Ga	9.5	7.7	15.8	33
Anniston, Ala	12.7	10.4	9.9	33
Athens, Ga	9.5	7.7	15.8	33
Americus, Ga	13.2	10.8	26	50
Albany, Ga	13.2	10.8	26	50
Attalla, Ala	12.7	10.4	9.9	33
Blakely, Ga	8.7	7	42.3	58
Chattanooga, Tenn	15.6	12.9	.....	28.5
Corinth, Miss	17	15	.....	32
Columbus, Ga	9.6	7.7	15.7	33
Calera Ala	12.7	10.4	26.9	50
Cedartown, Ga	12.8	10.6	9.6	33
Columbia, S. C	11.4	9.3	24.8	45.5
Cartersville, Ga	15.6	12.9	17	45.5
Demopolis, Ala	9.8	7.9	19.3	37
Decatur, Ala	16.4	13.6	.....	30
Dalton, Ga	12.8	10.6	9.6	33
Elberton, Ga	8.3	6.7	18	33
Eufaula, Ala	8.7	7	17.3	33
Eutaw, Ala	9.9	8.1	29	47
Florence, Ala	16.4	13.6	.....	30
Forsyth, Ga	10.8	8.9	27.3	47
Greensboro, Ala	10.5	8.6	33.9	53
Greenville, S. C	10.4	8.5	26.6	45.5
Gadsden, Ala	12.7	10.4	9.9	33
Griffin, Ga	12.8	10.6	25.6	49
Huntsville, Ala	16.4	13.6	.....	30
Harriman, Tenn	10.2	8.3	10	28.5
Jackson, Ga	12.8	10.6	25.6	49
Knoxville, Tenn	9.3	7.6	11.6	28.5
Macon, Ga	10.8	8.9	13.3	33
Milledgeville, Ga	10	8.2	16.8	35
Madison, Ga	12.8	10.6	24.6	48
Morrisons, Ga	8.8	7.1	35.1	51
Morristown, Tenn	9.3	7.6	26.6	43.5
Meridian, Miss	11.8	9.6	13.6	37
Opelika, Ala	9.6	7.7	15.7	33
Rome, Ga	12.8	10.6	9.6	33
Sheffield, Ala	16.4	13.6	.....	30
Selma, Ala	10.5	8.6	13.9	33
Spartanburg, S. C	10.4	8.5	26.6	45.5
Social Circle, Ga	12.8	10.6	22.6	46
Tuscumbia, Ala	16.4	13.6	.....	30
Tuscaloosa, Ala	5.4	4.6	23	33
Talladega, Ala	11.1	9.1	12.8	33
Uniontown, Ala	10.5	8.6	29.9	49
Washington, Ga	8.3	6.7	18	33
West Point, Ga	11.8	9.6	28.6	50

On oil from or via Cairo, Ill., the line south of the junction points indicated will require their full proportion of current class rates.

PETITIONER'S EXHIBIT 652 E.

1-12-1901. 100 M. Form 49.

1318.

Rate issue No. A 25458.

(Stamp.)

Mailed, Mar. 15, 1901, Washington.

SOUTHERN RAILWAY COMPANY.

Supplement No. 1 to Rate Issue No. A-21197.

Rates of Freight

from

EVANSVILLE, IND.,

(Proper and from beyond)

to

SOUTHERN COMMON POINTS

SOUTH CAROLINA JUNCTION POINTS

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS.

C. L. min., 24,000 pounds.

Per 100 pounds.

Issued Mch. 14, 1901. Effective Mch. 14, 1901

By E. A. NIEL,
General Freight Agent, Washington, D. C.
L. GREEN,
Ass't General Freight Agent, Washington, D. C.
T. C. POWELL,
Ass't Freight Traffic Manager, Louisville, Ky.
Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

Ex. list: File 6/545K.

Written across face: "W/D by A 27386. For rates see Pet. Trf. 1."
(90)g Authority file No. 1318.

[Reverse of above.]

From Evansville, Ind., to—	To Memphis, Corinth, or Grand Jct.	Southern Ry. (Memphis Div.)	South of Chattanooga.	Total.
Blocton, Ala	10.5	8.6	13.9	33
Durham Jct., Ga	15.6	12.9	*10	*38.5

* Plus $1.50 per car for Chattanooga transfer.

PETITIONER'S EXHIBIT 652 F.

3-4-'01. 150 M. Form 489.

1318.

Rate Issue No. A 26470.

Supersedes Rate Issue No. A 25458 McK. 14, 1901.

(Stamp.)

Mailed, Jun 4, 1901. Washington.

SOUTHERN RAILWAY COMPANY.

Supplement No. 2 to Rate Issue No. A 21197.

Rates of freight

from

EVANSVILLE, IND.

(Proper and from beyond),

to

SOUTHERN COMMON POINTS

SOUTH CAROLINA JUNCTION POINTS

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS.

C. L. min., 24,000 pounds.

Per 100 pounds.

Issued June 3, 1901. Effective June 6, 1901.

By E. A. NIEL,
General Freight Agent, Washington, D. C.
L. GREEN,
Ass't General Freight Agent, Washington, D. C.
T. C. POWELL,
Ass't Freight Traffic Manager, Louisville, Ky.
Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

Ex. list:

File 6/545 6/2387 K.

(95)g Authority file No. 1318.

[Reverse of above.]

From Evansville, Ind., to—	To Memphis, Corinth, or Grand Jct.	Southern Ry. (Memphis Div.).	South of Chatta.	Total.
Bloeton, Ala	10.5	8.6	25.9	45
Durham Jct., Ga	15.6	12.9	*10	*38.5

* Plus $1.50 per car for Chatta. transfer.

PETITIONER'S EXHIBIT 652 G.

5-20-'01. Form 49.

1318.

Rate Issue No. A 27386.

Supersedes Rate Issue No. A 21197, Apl. 23, 1900, and A 26470, June 3, 1901.

(Stamp.)

Mailed, Aug. 16, 1901, Washington.

SOUTHERN RAILWAY COMPANY.

Supplement No. 3 to Rate Issue No. A 21197.

Rates of freight

from

EVANSVILLE, IND.

(Proper and from beyond),

to

SOUTHERN COMMON POINTS

SOUTH CAROLINA JUNCTION POINTS

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY,

on

REFINED OIL AND PETROLEUM PRODUCTS.

C. L. min., 24,000 pounds.

Per hundred pounds.

Rate Issues Nos. A 21197 and A 26470 are withdrawn.

For current rates and divisions see Petroleum Tariff No. 1 and Divisions Sheet No. 1 thereto.

Issued Aug. 15, 1901. Effective Aug. 18, 1901.

By E. A. NIEL,
General Freight Agent, Washington, D. C.
L. GREEN,
Ass't General Freight Agent, Washington, D. C.
T. C. POWELL,
Ass't Freight Traffic Manager, Louisville, Ky.
Approved by J. M. CULP,
Traffic Manager, Washington, D. C.

Ex. list: File 6/2387 K.

(116)g Authority file No. 1318.

PETITIONER'S EXHIBIT 652 H.

Division Sheet No. 1 to Petroleum Tariff No. 1.

SOUTHERN RAILWAY COMPANY

and

ALABAMA GREAT SOUTHERN RAILROAD COMPANY

(Stamp.)

Superseded,
See D. S. 10.

Divisions of Rates

EVANSVILLE, IND.

(Proper and from beyond.)

to

SOUTHERN COMMON AND LOCAL POINTS

SOUTH CAROLINA JUNCTION POINTS

and

COMMON POINTS IN MISSISSIPPI VALLEY TERRITORY

on

REFINED OIL AND PETROLEUM PRODUCTS.

C. L. Minimum 24,000 Pounds

Per 100 Pounds.

Issued Aug. 26th, 1901.

Effective August 26th, 1901.

By E. A. NIEL,
General F. Agt., Washington, D. C.
L. SEVIER,
Gen'l Fgt. Agt., Birmingham, Ala.
T. C. POWELL,
A. F. T. M., Louisville, Ky.
Approved by J. M. CULP,
Traffic Manager, Washington, D. C.
File 6/2387 K.
Authority File No. 2149.

PETITIONER'S EXHIBIT 652 H—Continued.

To—	To Memphis, Corinth, or Grand Junction.	Southern Ry. (Memphis Division).	East of Chattanooga	Total.
Alabama City, Ala	12.7	10.4	9.9	33
Atlanta, Ga	12.8	10.6	9.6	33
Augusta, Ga	9.5	7.7	15.8	33
Anniston, Ala	12.7	10.4	9.9	33
Athens, Ga	9.5	7.7	15.8	33
Athens, Tenn	15½	13½	16	44
Americus, Ga	13.2	10.8	26	50
Albany, Ga	13.2	10.8	26	50
Attalla, Ala	12.7	10.4	9.9	33
Blakely, Ala	12.5	10	38.5	61
Blocton, Ala	10.5	8.6	25.9	45
Bremen, Ga	12.7	10.7	25.6	49
Carrollton, Ga	12.7	10.7	27.6	51
Cartersville, Ga	14.5	12.5	17	44
Chattanooga, Tenn	15.6	12.9		28.5
Corinth, Miss	17	15		32
Columbus, Ga	9.6	7.7	15.7	33
Calera, Ala	12.7	10.4	26.9	50
Cedartown, Ga	12.8	10.6	9.6	33
Cleveland, Tenn	15½	13½	12	40½
Coal Creek, Tenn	7.4	5.3	22	35½
Collinsville, Ala	8.7	6.6	17.7	33
Columbia, S. C	11.4	9.3	24.8	45.5
Demopolis, Ala	9.5	7.4	18.1	35
Decatur, Ala	16.4	13.6		30
Dalton, Ga	12.8	10.6	9.6	33
Durham Jct., Ga	15.6	12.9	*10	*38.5
Elberton, Ga	8.3	6.7	18	33
Eufaula, Ala	8.7	7	17.3	33
Eutaw, Ala	13.7	7.4	26.4	47½
Florence, Ala	16.4	13.6		30
Forsyth, Ga	10.8	8.9	27.3	47
Greensboro, Ala	10.9	8.9	26.2	46
Greenville, S. C	10.4	8.4	30.7	49.5
Greeneville, Tenn	11½	9½	30	50½
Gadsden, Ala	12.7	10.4	9.9	33
Griffin, Ga	12.8	10.6	25.6	49
Harmony, Ga	9.9	7.8	28.3	46
Huntsville, Ala	16.4	13.6		30
Harriman, Tenn	10.2	8.3	10	28.5
Jackson, Ga	12.4	10.3	25.3	48
Knoxville, Tenn	10.7	8.6	13.2	32.5
Macon, Ga	10.8	8.9	13.3	33
Milledgeville, Ga	10	8.2	16.8	35
Madison, Ga	12.8	10.6	24.6	48
Morrisons, Ga	8.8	7.1	35.1	51
Morristown, Tenn	11½	9½	27	47.5
Meridian, Miss	11.8	9.6	15.6	37
Opelika, Ala	9.6	7.7	15.7	33
Rome, Ga	12.8	10.6	9.6	33
Sheffield, Ala	16.4	13.6		30
Selma, Ala	10.5	8.6	13.9	33
Spartanburg, S. C	10.4	8.4	30.7	49.5
Social Circle, Ga	12.8	10.6	22.6	46
Sweetwater, Tenn	15½	13½	17	45½
Tuscumbia, Ala	16.4	13.6		30
Tuscaloosa, Ala	5.4	4.6	23	33
Talladega, Ala	11.1	9.1	12.8	33
Uniontown, Ala	10.5	8.6	29.9	49
Washington, Ga	8.3	6.7	18	33
West Point, Ga	9.7	7.6	28.7	46

* Plus $1.50 per car for Chattanooga transfer

On oil from or via Cairo, Ills., the line south of the junction points indicated will require their full proportion of current class rates.

PETITIONER'S EXHIBIT 652 I.

Division Sheet No. 2 to Petroleum Tariff No. 1.

Supersedes conflicting portions of Division Sheet No. 1, August 26, 1901.

SOUTHERN RAILWAY COMPANY

and

ALABAMA GREAT SOUTHERN R. R. CO.

Divisions of Rates

from

EVANSVILLE, IND.,

(Stamp.)

Superseded, See D. S. 10.

(Proper and from beyond)

to

SOUTHERN COMMON AND LOCAL POINTS,

and

SOUTH CAROLINA JUNCTION AND LOCAL POINTS,

on

REFINED OIL AND PETROLEUM PRODUCTS, C. L.,

Minimum 24,000 pounds.

In cents per hundred pounds.

Issued April 19, 1902.

Effective April 19, 1902.

By E. A. NIEL,
G. Fgt. Agt. Sou. Ry., Washington, D. C.
L. SEVIER,
G. Fgt. Agt. A. G. S. R. R., Birmingham.
L. GREEN,
A. G. F. A. Sou. Ry., Washington.
LEE MCCLUNG,
A. F. T. M. Sou. Ry., Louisville, Ky.
Approved by T. C. POWELL,
Traffic Mgr., Washington, D. C.
File 6/2387–K.
Authority File No. 2149.

(235)s

PETITIONER'S EXHIBIT 652 I—Continued.

From Evansville, Ind. (proper or from beyond) to—	To Memphis, Corinth, or Grand Jct.	Southern Ry. (Memphis Division).	East of Chattanooga.	Total.
Aiken, S. C.	8.8	7.1	26.6	42½
Anderson, S. C.	8.1	6.4	35	49½
Bowersville, Ga.	9.2	7.5	31.8	48½
Columbia, S. C.	6.1	4.8	24.1	35
Clearwater, S. C.	9.5	7.7	19.8	37
Eastman, Ga.	10.8	8.9	31.3	51
Greensboro, Ala.	10.5	8.6	33.9	53
Harmony, Ga.	9.6	7.8	28.1	45½
Hawkinsville, Ga.	14.	11.5	24.5	50
Lindale, Ga.	12.8	10.6	9.6	33
Morrisons, Ga.	12.8	10.6	17.6	41
Pelham, Ga.	13.2	10.8	40.	64
Peizer, S. C.	8.1	6.4	35	49½
Rochelle, Ga.	9.6	7.7	40.7	58
Spocari, Ala.	9.5	7.4	18.1	35

	To Memphis.	Southern Ry.	Total.
Blossburg, Ala.	18.5	17.5	36.

PETITIONER'S EXHIBIT 652 J.

Division Sheet No. 3 to Petroleum Tariff No. 1.

SOUTHERN RAILWAY COMPANY.

and

NORTHERN ALABAMA RAILWAY COMPANY.

Divisions of Rates.

(Stamp.)

SUPERSEDED SEE D. S. 10.

from

LOUISVILLE, KY., AND EVANSVILLE, IND.

to

BIRMINGHAM, BESSEMER, AND PRATT CITY, ALA.

(Via Memphis or Grand Junction, Sheffield, and Parrish Ala.)

on

REFINED OIL AND PETROLEUM PRODUCTS, C. L.

Minimum 24,000 pounds.

In cents per 100 pounds.

Route.	Divisions.
To Memphis or Grand Junction, Tenn.	16½
Beyond	16½
Total	33

Issued June 26, 1902.

Effective June 26, 1902.

By E. A. NIEL,
Genl. Frt. Agt., Washington, D. C.
L. GREEN,
A. G. F. A., Washington, D. C.
LEE MCCLUNG,
Ass't F. T. Mgr, Louisville, Ky.
Approved by T. C. POWELL,
Fgt. T. Mgr., Washington, D. C.

Rate 5849–K.
File No. 2149.

PETITIONER'S EXHIBIT 652 K.

27-'03. 150 M. Form 489

85½.

Division Sheet No. 5 to Petroleum Tariff No. 1.

SOUTHERN RAILWAY COMPANY.

Divisions of Rates.

(Stamp.)

SUPERSEDED
See D. S. 9.

from

EVANSVILLE, IND.

(When from Whiting, Ind.)

to

LIVINGSTON, ALA.

on

OIL, C. L.

Min. 24,000 pounds.

Per hundred pounds.

To Grand Junction	11.8
To Birmingham	9.1
To Meridian	8.1
Beyond	14.5
Total	43.5 cents.

sued Sept. 2, 1903.

Effective Sept. 2, 1903.

By E. A. NIEL,
Genl. Frt. Agent, Atlanta, Ga.
L. GREEN,
Ass't Genl. Frt. Agt., Atlanta, Ga.
LEE MCCLUNG,
Ass't Frt. T. Mgr., Louisville, Ky.
Approved by T. C. POWELL,
Frt. T. Mgr., Washington, D. C.

File 10389 H.
Authority File No. 2149.

(110)t

PETITIONER'S EXHIBIT 652 L.

6-27-'03. 150M. Form 469.

85½

Division Sheet No. 6 to Petroleum Tariff No. 1.

SOUTHERN RAILWAY COMPANY.

(Stamp.)

Divisions of Rates

SUPERSEDED, See Div. Sheet 10.

from

CINCINNATI, OHIO, LOUISVILLE, KY., LEXINGTON, KY., AND EVANSVILLE, IND.,

to

ALTON PARK, PETROS, AND DURHAM, TENN.

on

REFINED COAL OIL, PARAFFINE, NAPHTHA, AND PETROLEUM PRODUCTS.

C. L. Minimum 24,000 pounds.

Add to rates to Chattanooga, Tenn., $2.50 per car, switching charge.

Issued Sept. 25, 1903.

Effective Sept. 25, 1903.

By E. A. NIEL,
Genl. Freight Agent,
Atlanta, Ga.

L. GREEN,
Ass't Genl. Frt. Agt.,
Atlanta, Ga.

LEE MCCLUNG,
Ass't Frt. T. Mgr.,
Louisville, Ky.

Approved by T. C. POWELL,
Frt. T. Mgr.,
Washington, D. C.

File Rate 5849 H.
Authority File No. 2149.

(110)t

PETITIONER'S EXHIBIT 652 M.

13-2-'03. 75M. Form 489.

Division Sheet No. 7 to Petroleum Tariff No. 1.

SOUTHERN RAILWAY COMPANY. 85½

Division of Rates (Stamp.)

from

SUPERSEDED, SEE D. S. 7

EVANSVILLE, IND.,

(Proper and from beyond)

to

SOUTHERN COMMON AND LOCAL POINTS.

on

REFINED COAL OIL, PARAFFINE, NAPHTHA, AND PETROLEUM PRODUCTS.

Per hundred pounds.

Issued Jan. 23, 1904

Effective Jan. 23, 1904.

By E. A. NIEL,
General Freight Agent,
Atlanta, Ga.

L. GREEN,
Ass't General Freight Agent,
Atlanta, Ga.

LEE MCCLUNG,
Ass't Freight Traffic Manager,
Louisville, Ky.

Approved by T. C. POWELL,
Freight Traffic Manager,
Washington, D. C.

(150)n File.....H.
Authority File No. 2149.

[Reverse of above.]

Refined coal oil, paraffine, naphtha, and petroleum products.

In barrels, C. L. minimum 24,000 pounds, or in tank cars, C. L. minimum capacity of tank, but not less than 24,000 pounds. Per hundred pounds.

From Evansville, Ind., to—	To Grand Junction, Tenn.	Sou. Ry.	C. of Ga. Ry.	Total.
Americus, Ga	13	27.2	9.8	50
Barnesville, Ga	11.9	19.1	18	49
Buena Vista, Ga	9.2	14.8	24	48
Cornelia, Ga	9.8	35.7	.....	45½
Covington, Ga	12.6	20.4	*12	45
Dawson, Ga	10	23	14	47
Eatonton, Ga	9.7	16	22.3	48
Toccoa, Ga	8.6	36.9	.....	45½
Waverly Hall, Ga	9.1	37.9	.....	47

*Georgia Railroad local.

PETITIONER'S EXHIBIT 652 N.

1-21-'04. 75M. Form 48

Division Sheet No. 8 to Petroleum Tariff 1.

Supersedes Division Sheet No. 7.

SOUTHERN RAILWAY COMPANY. 85½

Division of Rates (Stamp.)

from Superseded, Div. sheet 10.

EVANSVILLE, IND.,

(Proper and from beyond)

to

SOUTHERN COMMON AND LOCAL POINTS.

on

REFINED COAL OIL, PARAFFINE, NAPHTHA, AND PETROLEUM PRODUCTS.

Per hundred pounds.

Issued Mar. 2, 1904. Effective Mar. 2, 1904.

By E. A. NIEL,
General Freight Agent, Atlanta, Ga.
L. GREEN,
Ass't General Freight Agent, Atlanta, Ga.
LEE McCLUNG,
Ass't Freight Traffic M[illegible] Louisville, Ky.
Approved by T. [illegible] POWELL,
Freight Traffic Manager, Washington. D. C.

File.....H.
(150)n Authority File No. 2149.

[Reverse of above.]

Refined coal oil, paraffine, naphtha, and petroleum products.

In barrels, C. L., minimum 24,000 pounds, or in tank cars, C. L., minimum capacity of tank but not less than 24,000 pounds. Per hundred pounds.

From Evansville, Ind., to—	To Grand Junction, Tenn.	Sou. Ry.	C. of Ga. Ry.	Total.
Americus, Ga.	13	27.2	9.8	5[illegible]
Barnesville, Ga.	9.7	23.3	16	[illegible]
Buena Vista, Ga.	9.2	14.8	24	[illegible]
Cornelia, Ga.	9.8	35.7	.....	[illegible]
Covington, Ga.	12.6	20.4	*12	[illegible]
Dawson, Ga.	10	23	14	[illegible]
Eatonton, Ga.	9.7	16	22.3	[illegible]
Toccoa, Ga.	8.6	36.9	.....	[illegible]
Waverly Hall, Ga.	9.1	37.9	.....	[illegible]

*Georgia Railroad local.

PETITIONER'S EXHIBIT 652 O.

12-2-03. 75M. Form 489

85½

Division Sheet No. 9 to Petroleum Tariff No. 1.

Supersedes Division Sheets 4 and 5.

SOUTHERN RAILWAY COMPANY.

(Stamp.)

Superseded, See Div. sheet 10.

Division of Rates

from

EVANSVILLE, IND.

to

LIVINGSTON, ALA.

on

OIL, C. L.,

Minimum 24,000 pounds

Per hundred pounds

To Grand Junction	11.8
To Birmingham	9.1
To Meridian	8.1
Beyond	14.5
Total	43.5 cents

TORN PAGES

ADDITION.

On oil from points north of Evansville reaching Grand Junction vi Evansville. Agents will assess the proportion shown South of Grand Junction.

Issued March 28, 1904. Effective March 28, 1904.

By E. A. NIEL,
General Freight Agent, Atlanta, Ga.
L. GREEN,
Ass't General Freight Agent, Atlanta, Ga.
LEE MCCLUNG,
Ass't Freight Traffic Manager, Louisville, Ky.
Approved by T. C. POWELL,
Freight Traffic Manager, Washington, D. C.

(320)y File 10889-H.
Authority File No. 2149.

PETITIONER'S EXHIBIT 652 P.

6-24-'04. 150M. Form 469.

Division Sheet No. 2 to Petroleum Tariff 3.

(Stamp.)

Superseded, See sheet 4.

SOUTHERN RAILWAY COMPANY

Division of Rates

from

EVANSVILLE, IND.,

to

GREENWOOD, S. C.,

on

(Stamped.) FILE COPY Freight Traffic Manager's Office.

PETROLEUM, C. L.

Per hundred pounds.

To Grand Junction	8.1
Beyond	41.4
Total	49.4

Received Tariff May 18 1906 Desk Office Freight Traffic Manager

Issued January 7, 1905. Effective January 19, 1905.

By L. GREEN,
General Freight Agent, Atlanta, Ga.
G. R. BROWDER,
Ass't General Freight Agent, Atlanta, Ga.
R. L. MCKELLAR,
Ass't Freight Traffic Manager, Louisville, Ky.
Approved by T. C. POWELL,
Freight Traffic Manager, Washington, D. C.

(110)hbn File 5849–3 U-1.
Authority File No. 2149.

Station Tariff File No. 36.

PETITIONER'S EXHIBIT 652 Q.

6-24-'04. 150 M. Form 489.

Division Sheet No. 3 to Petroleum Tariff 3.

(Stamp.)

Superseded, See Sheet 4.

SOUTHERN RAILWAY COMPANY.

(Stamped.)

Division of Rates

File copy Freight Traffic Manager's Office.

from

EVANSVILLE, IND.,

to

LA GRANGE, GA., UNION SPRINGS, AND JASPER, ALA.,

on

CRUDE OR FUEL OIL, CRUDE NAPHTHA, CRUDE OR REFINED PETROLEUM AND THE FOLLOWING PRODUCTS OF PETROLEUM (EXCEPT AXLE GREASE) LUBRICATING OIL, BENZINE, GASOLINE, NAPHTHA, PARAFFINE WAX, TAR OR RESIDUUM, IN BARRELS OR TANK CARS, CAR LOAD.

(Stamp.)

Received Tariff May 18, 1906. Desk. Office Freight Traffic Manager.

Minimum, See Original Tariff.

Per hundred pounds.

Route.	From Evansville, Ind., to—		
	La Grange, Ga.	Union Springs, Ala.	Jasper, Ala.
To Grand Jct	12.2	8.7	8
To Chatta	10.5	7	.....
To Atlanta	9.3	.....	.....
To Columbus	.....	15.3	.....
Beyond	15	18	30
Total	47	49	3

Issued Jan. 20, 1905. Effective Jan. 20, 1905.

By L. GREEN,
General Freight Agent, Atlanta, Ga.
G. R. BROWDER,
Ass't General Freight Agent, Atlanta, Ga.
R. L. MCKELLAR,
Ass't Freight Traffic Manager, Louisville Ky.
Approved by T. C. POWELL,
Freight Traffic Manager, Washington, D. C.

File 5849-U-1

(150)n Authority File No. 2149

Station Tariff File No. 36.

PETITIONER'S EXHIBIT 652 R.

2-15-'05. 150 M. B 64392. Form 69.

Division Sheet No. 4 to

Petroleum Tariff 3.

Supersedes Division Sheets Nos. 2 and 3 to Petroleum Tariff 3.

SOUTHERN RAILWAY COMPANY.

Division of Rates

from

EVANSVILLE, WHITING, HAMMOND, AND EAST CHICAGO, IND.,

to

SOUTHERN COMMON AND LOCAL POINTS AND SOUTH CAROLINA JUNCTION POINTS

on

REFINED COAL OIL, PARAFFINE, NAPHTHA, AND PETROLEUM PRODUCTS.

C. L., Minimum 24,000 Pounds.

Per hundred pounds.

(Stamp.)

Received
Tariff
May 18, 1905.
Desk.
Office Freight Traffic
Manager.

(Stamped.)
File copy
Freight Traffic Manager's Office.

Issued April 28, 1905. Effective May 3, 1905.

By G. R. BROWDER,
General Freight Agent, Atlanta, Ga.
By RANDALL CLIFTON,
Ass't General Freight Agent, Atlanta, Ga.
W. H. PAXTON,
Ass't General Freight Agent, Atlanta, Ga.
R. L. MCKELLAR,
Ass't Freight Traffic Manager, Louisville, Ky.
Approved by L. GREEN,
Freight Traffic Manager, Washington, D. C.

File 5849-K-2
(200)b Authority File No. 2149.

Station Tariff File No. 36.
(Coal Oil—Petroleum Products.)

PETITIONER'S EXHIBIT 652 R—Continued.

From Evansville, Ind., to—	To Memphis, Corinth, or Grand Junction.	Southern Ry. to Chattanooga.	Sou. Ry. to Atlanta.	Beyond.	Total.
Cedartown, Ga	12.8	10.6	.....	[a] 9.6	33
Eutaw, Ala	9.9	6.2	.....	25.9	42
Greenwood, S. C	[b] 8.1	.....	.....	41.4	49.5
Harriman, Tenn	[b] 10.2	8.3	.....	10	28.5
Jasper, Ala	12	.....	.....	26	38
La Grange, Ga	[b] 12.2	10.5	9.3	15	47
Marion, Ala	[b] 10.5	.....	.....	38.5	49
Union Springs, Ala	[b] 8.7	7	.....	[c] 33.3	49

[a] Allow A. & B. A. L. Ry., 3.84 cents beyond Rockmart.
[b] Applied via Grand Junction, Tenn.
[c] Via Columbus, Ga., Central of Georgia Ry., beyond 18 cents.

FROM WHITING, HAMMOND, AND EAST CHICAGO, IND.

Route.	To—	
	Jackson, Ala.	Thomasville, Ala.
To East St. Louis	6.9	6.9
M. & O. to Corinth	8.9	8.9
Southern Ry., beyond	17.2	34.2
Total	33	50

To Columbia, S. C.	From—	
	Cincinnati, Ohio.	Louisville, Ky.
Route		
To Virginia cities	9	7.9
Beyond	30.5	27.1
Total	39½	35

PETITIONER'S EXHIBIT 353.

Railroad.	Tariff or sp. billing or. number.	Effective.	From—	To—	Petitioner's exhibit.
C. & E. I	GFD No. 5346	May 2, 1892	Whiting	Evansville	569
"	" 10167	Oct. 12, 1897	"	"	571
"	" 10207	Oct. 27, 1897	"	"	580
"	" 10300	Dec. 10, 1897	"	"	581
"	" 14456	Apr. 1, 1901	"	"	582
So. Ry	ICC No. 6099	July 22, 1891	Whiting	Southern points	
"	" 8747	Sept. 11, 1904	"	"	
"	" 9028	Nov. 14, 1904	"	"	
Chgo. & Alton	Sp. bllg. order No.:				
"	A- 209	Jan. 1, 1903	Chicago	E. St. Louis	552
"	A- 447	Jan. 1, 1904	"	"	553
"	A- 772	Jan. 1, 1905	"	"	554
"	A-1025	Mar. 30, 1905	"	"	555
"	A-1082	June 23, 1905	"	"	556
C., B. & Q	Spl. bllg. order GFO No. 33	Jan. 1, 1904	"	"	572
"	357	Jan. 1, 1901	"	"	
"	357	Jan. 1, 1902	"	"	
"	565	Jan. 1, 1903	"	"	
"	1059	Jan. 1, 1904	"	"	573
"	3102	Jan. 1, 1905	"	"	574

	Rate order numbers.	Effective.	From—	To—	
Penna. R. R. (B. & AV. Div. Buffalo, Rochester & Ch. Div.)	S-262	Oct. 2, 1901	Olean	Rochester, etc	
	S-503	March 5, 1902	"	"	607
	S-503	Oct. 24, 1902	"	"	608
	S-1530	Oct. 8, 1903	"	"	608
	S-83	Jan. 1, 1906	"	"	608
	S-115	Feb. 9, 1906	"	"	608
	S-122	March 1, 1906	"	"	608
	S-128	March 5, 1906	"	"	608
	S-168	Sept. 20, 1906	"	"	608
New York Cen. & Hudson Riv. R. R., Western Div	R. E. 9-R	Jan. 1, 1898	Rochester	Norwood	
	W. F. 148	Jan. 1, 1899	"	Norwood, etc	
	W. G. 155	Jan. 1, 1900	"	"	
	W. H. 37	Jan. 1, 1901	"	"	
	W. I. 296	Jan. 1, 1902	"	"	
	W. J. 357	Jan. 1, 1903	"	"	
	W. K. 201	Jan. 1, 1904	"	"	612
	W. L. 219	Jan. 1, 1905	"	"	613 A
	W. L. 691	Mar. 16, 1905	"	"	613 B
	W. L. 851	Oct. 2, 1905	"	"	613 C
	W. M. 553	Jan. 1, 1906	"	"	613 D
	W. M. 638	May 11, 1906	"	"	613 E

PETITIONER'S EXHIBIT 654.

Comparative rates from New London, Conn., to various stations on Central Vermont Ry.

To—	Distance.	Class rates.				Oil rates.			
						Per bbl.		Per 100 lb.	
		3	4	5	6	L. C. L.	C. L.	L. C. L.	C. L.
	(*Miles.*)								
Montville, Conn	6	8	7	5	4	16	12½	4	3.1
Norwich, Conn	13	9	7	6	5	16	12½	4	3.1
Yantic, Conn	17	10	8	7	6	25	20	6½	5
Fitchville, Conn	20	10	8	7	6	25	20	6½	5
Lebanon, Conn	23	12	9	8	7	25	20	6½	5
S. Windham, Conn	26	12	9	8	7	25	20	6½	5
Williamantic, Conn	30	12	9	8	7	25	20	6½	5
S. Coventry, Conn	35	15	11	9	8	31	25	7½	6½
Eagleville, Conn	36	15	11	10	9	31	25	7½	6½
Mansfield, Conn	38	15	11	10	9	31	25	7½	6½
Morrow, Conn	40	15	11	10	9	31	25	7½	6½
W. Willington, Conn	44	16	12	10	9	31	25	7½	6½
Stafford, Conn	50	16	12	10	9	31	25	7½	6½
Monson, Mass	61	20	15	12	10	31	25	7½	6½
Palmer, Mass	65	20	15	12	10	31	25	7½	6½
Three Rivers, Mass	68	21	15	12	11	31	25	7½	6½
Barretts Jct., Mass	70	21	15	12	11	31	25	7½	6½
Belchertown, Mass	75	22	15	13	11	31	25	7½	6½
Amherst, Mass	85	22	15	14	12	31	25	7½	6½
Leverett, Mass	91	22	15	15	13	38	30	9½	7½
Montague, Mass	97	22	15	15	13	38	30	9½	7½
Millers Falls, Mass	100	22	15	15	13	38	30	9½	7½
Northfield Farms, Mass	103	22	15	15	13	38	30	9½	7½
Northfield, Mass	109	22	15	15	13	38	30	9½	7½
S. Vernon, Vt	111	22	15	15	13	38	30	9½	7½
Vernon, Vt	116	22	15	15	14	38	30	9½	7½
Brattleboro, Vt	121	22	15	15	14	38	30	9½	7½
Burlington, Vt	289	31	21½	19	16	.....	.....	.....	12
Average rate	.....	17.8	12.7	11.5	10	.....	.....	7.7	6.4

ANALYSIS OF THE ABOVE INDICATES—

The average difference in rates on oil in carloads and less is only 17%.
" " rate on oil in carloads is 64% of 6th class rate and 55% of 5th class.
" " " " " " less " " 43% "3rd " "
" " " " " " " " " 67% "5th " "

AUTHORITY FOR THE ABOVE RATES.

For class rates see Central Vermont Ry. local class rate freight tariff G. F. D. No. 267, I. C. C. No. A-1791, effective June 1, 1906.

For oil rates see Central Vermont Ry. Local Tariff G. F. D. No. Y-11, I. C. C. No. A-496, effective July 19, 1900, except to Burlington, Vt.

For oil rate to Burlington, Vt., see Central Vermont Ry. Tariff No. Y-9, I. C. C. A-336, effective July 1, 1899.

PETITIONER'S EXHIBIT 655.

Comparative rates on petroleum and its products in carloads to principal basing points in Central Freight Association and Trunk Line territory, showing present rates as compared with rates in effect prior to Jan. 1st, 1907.

To—	From Pittsburg district.		From Oil City district.		From Cleveland district.		From Toledo district.		From Marietta district.		From Findlay district.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Adrian, Mich	14½	13½	14½	13½	11	10	6½	6	14½	13½	7½	8
Akron, Ohio	9	8	10	9	5½	6	8	9	8	9½	9	8½
Albany, N. Y	15½	16½	15½	15	16	18½	22	20½	19	18½	22	20½
Albion, Mich	17½	15½	17½	15½	13½	12½	10	7½	17½	15½	10½	10½
Alliance, Ohio	7½	7	10	10½	7½	6½	8	10	9	9	9	10
Alpena, Mich	25	22½	25	22½	21	20	18½	14½	25	22½	18½	16
Alvordton, Ohio	14½	13½	14½	13	10	11	7½	7	14	13½	9	8½
Anderson, Ind	15½	14½	15½	15	12	11½	10	11	12	13	10	9
Anawan, Ill	27½	22½	27½	22½	22½	20	20	19	22½	22½	20	19
Ashland, Ill	24½	20½	24½	20½	19½	18	17	16	19½	18	17	16
Ashland, Ky	14	13½	16½	14	15½	11½	12½	11½	9	9	12½	11½
Athens, Ohio	14	12½	14	13½	11½	11½	10½	8	8	6½	10½	10½
Baltimore, Md	14½	13½	14½	13½	17½	16½	20½	18½	17½	16½	20½	18½
Bay City, Mich	18½	16	18½	15½	14½	13	12	9	18½	16	12	11
Beaver Falls, Pa	4½	5½	10	8½	10	9	13	11½	10	10½	13	11½
Bellevue, Ohio	12	11½	12½	11½	7½	6½	6½	6	12½	11½	7½	6½
Boston, Mass	23½	19	23½	19	24	22½	27	24½	25	22½	27	24½
Braceville, Ohio	8	7½	10	9	5½	6	8	10½	13	10½	11	10½
Bryan, Ohio	14½	13	14½	13	10	10	7½	6½	14	13	7½	8
Brocton, N. Y	10	10½	10	8½	10	9	13	11½	14	13½	13	11½
Bucyrus, Ohio	12½	11	12½	11½	8	8	7½	6½	12½	11½	7½	6½
Buffalo, N. Y	10	10½	10	8½	10	9	13	11½	14	13½	13	11½
Burlington, Iowa	30½	26	30½	26	25½	23	23	22	25½	26	23	22
Butler, Pa	6½	6½	10	8½	10	9	13	11½	14	10½	13	11½
Cadillac, Mich	22	19½	22	18½	18	16½	14	12	23½	19½	14	14½
Cairo, Ill	26	22	26	22	21½	19½	19	17½	19½	19½	19	17½
Cambridge, Ohio	9	8	10½	12½	8	9	10	10½	7	7	10	10½
Canal Dover, "	9	8	10	11½	8	7½	10	10	8	9	10	10
Canton, "	9	8	10	10½	7½	6½	8	9	8	9	9	9
Caseville, Mich	20½	18	20½	15½	17½	15½	15	11½	20½	17½	15	14
Charleston, W. Va	14	13½	20½	16	15½	13½	12½	12½	9½	9	12½	12½
Chicago, Ill	19½	16	19½	16	14½	13½	12	11½	17	16	12	11½
Chillicothe, Ohio	14	12½	14	14	10½	11	10½	11	9	8	10½	10½
Cincinnati, "	14	13½	14	14	10½	11½	10	11	9	11	10	10½
Circleville, "	12½	11½	14	13½	10½	10½	10	10	9	8½	10	10
Claypool, Ind	18	14½	18	14½	13	11½	10	10	14½	14½	10	10
Cleveland, Ohio	10	9	10	9	.....	.....	8	8	10½	10½	9	9
Columbus, "	11	11	11	12½	8	9	8	8½	10	8½	8	7½
Conneaut, "	10	9	10	8½	8	6½	11	10½	14	13½	11	10½
Connersville, Ind	15½	14	15½	15	12	12	10	11	12	13	10	10
Copemish, Mich	22	20½	22	19½	18	18	15	12½	22	20½	15	16
Corry, Pa	10	10½	7½	7½	10	9	13	11½	14	13½	13	11½
Coshocton, Ohio	9½	9	10	12½	8	8½	10	9½	8	8	10	9½
Creston, "	10	8	10	10½	7½	6½	8	8	10½	9½	8	8½
Davenport, Ia	30½	26	30½	26	25½	23	23	22	25½	26	23	22
Dayton, Ohio	12½	12½	12½	13½	9	10½	8	9½	9	11	8	8½
Delaware, "	12½	11	11	12½	8	8½	8	7½	10	10½	8	9½
Detroit, Mich	12½	13½	12½	11½	9	10	5½	6½	12½	13½	8	8
Duluth, Minn	39½	33	39½	33	34½	30	32	28	37	33	32	28½
Dunkirk, N. Y	10	10½	10	8½	10	9	13	11½	14	13½	13	11½
Dubuque, Ia	30½	26	30½	26	25½	23	23	22	25½	26	23	22
E. Burlington, Ill	27½	23	27½	23	22½	20	20	19	22½	23	20	19
E. St. Louis, "	24½	20	24½	20	19½	17½	17	16	19½	17½	17	16
Elyria, Ohio	10	9	11	9	5½	5	8	6	10½	10½	9	9
Erie, Pa	10	9	10	8½	9	8	13	11½	14	13½	15	11½
Evansville, Ind	22½	18½	22½	18½	17½	16	15	16	17½	16	15	16
Falconer, N. Y	10	10½	10	8½	10	9	13	11½	14	13½	13	11½
Findlay, Ohio	12½	11½	12½	11½	9	9	5½	6½	12½	11½	.....	.....
Fort Wayne, Ind	14½	13½	14½	13½	10	10½	7½	8	14	13	7½	7½
Frankfort, Mich	25	20½	25	19½	21	18	15	12½	25	22½	15	16
Frankfort, Ind	19½	15½	19½	15½	14½	3	11	11½	14½	15½	11	11½
Girard, Pa	10	9	10	8½	8	7	11	10½	14	13½	11	10½
Goshen, Ind	18	14½	18	15	13	11½	11	9	14½	14½	11	10½
Grand Rapids, Mich	19½	16	19½	15½	14½	13½	12	10	19½	16	12	12
Hannibal, Mo	25	20½	25	20½	20	18	17½	16½	20	18	17½	16½
Harbor Beach, Mich	20½	16	20½	15½	17½	15½	15	13	20½	18	13	14
Huntington, Ind	16	14½	16	15	12	11½	9	9	14½	14	9	9
Indianapolis, Ind	15½	15½	15½	15½	12	12½	10	11	12	13	10	10½
Jackson, Mich	16½	15	16½	15	12½	11½	8	7	16½	15	9	8½
Jamestown, N. Y	10	10½	10	8½	10	9	13	11½	14	13½	13	11½
Jeffersonville, Ind	19	16	19	16	15	14½	14½	14½	12½	14	14½	14½
Joliet, Ill	19½	16	19½	16	14½	13½	12	11½	17	16	12	11½
Johnstown, Pa	9½	9	14	12½	13	12½	17	15½	14	14	17	14½
Junction City, Ohio	11	10½	14	13	10	10½	10	10½	8	8½	10	9

PETITIONER'S EXHIBIT 655—Continued.

Comparative rates on petroleum and its products in carloads to principal basing points in Central Freight Association and Trunk Line territory, showing present rates as compared with rates in effect prior to Jan. 1st, 1907—Continued.

To—	From Pittsburg district.		From Oil City district.		From Cleveland district.		From Toledo district.		From Marietta district.		From Findlay district.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Kalamazoo, Mich.	18½	15½	18½	15½	13½	13	12	10	18½	15½	12	11½
Kelthsburg, Ill. "	27½	23	27½	23	22½	20	20	19	22½	23	20	19
Lafayette, Ind.	19½	16	19½	16	14½	13½	11	11½	14½	15½	11	11½
Lansing, Mich.	17½	15½	17½	15½	13½	12½	10½	7½	17½	13½	11	10½
Lapeer, "	17½	15½	17½	15	13½	12½	11	9	17½	15½	12	11
Laporte, Ind.	19½	15½	19½	15½	14½	13	12	10½	17	15½	12	11½
Lewittsburg, Ohio.	8	7½	8	7½	5½	6	8	10½	13	10½	9	10½
Lima, "	12½	12½	12½	12½	9	9	5½	7	12½	11½	5½	6½
Logansport, Ind.	18½	15½	18½	15	13½	13	11	10½	14½	14	11	11½
Louisville, Ky.	19	16	19	16	15	14½	14½	14½	12½	14½	14½	14½
Ludington, Mich.	22	18	22	16	18	15½	15	12½	22	18	15	14½
Louisiana, Mo.	25	20½	25	20½	20	18	17½	16½	20	18	17½	16½
Mackinaw City, Mich.	25	22½	25	22½	21	20	18½	16	25	22½	18½	19½
Mansfield, Ohio.	10	10½	10	11½	7½	7	7½	7½	11	10½	7½	7½
Marietta, "	10½	10½	14	12½	10½	10½	12½	11½			12½	11½
Marion, "	12½	11	12½	11½	7½	8	7½	7½	12½	10½	7½	7
Mason City, Ill.	22½	19½	22½	19½	17½	16½	15	16	17½	18	15	16
Michigamme, Mich.	37	25½	37	25½	32	23½	20½	20	34½	25½	24	22½
Milwaukee, Wis.	21½	18	19½	16	16½	15½	14	13½	19	18	14	13½
Mitchell, Ind.	19½	16	19½	16	15	14½	13	14½	15	14	13	14½
Mt. Vernon, Ohio.	10	10½	11	12½	8	8½	8	8½	11	10½	8	8½
Muncie, Ind.	15½	14	15½	14	10½	11½	8½	10½	12	13	8½	9
Minneapolis, Minn.	39½	33	39½	33	34½	30	32	28	37	33	32	29½
Moline, Ill.	30½	26	30½	26	25½	23	23	22	25½	26	23	22
New Albany, Ind	19	16	19	16	15	14½	14½	14½	12½	14	14½	14
Newark, Ohio.	10	10	11	12½	8	9	8	9½	10	8½	8	9
Newcomerstown, "	9	8	10	12½	8	8½	10	10	8	8	10	10
N. Philadelphia, "	9	8	10	11½	8	7½	10	10	8	9	10	10
New York, N. Y.	16½	16½	19½	16½	22	19½	25	21½	22	19½	25	21½
Niles, Mich.	18½	15½	18½	15½	14	13	12	10	18½	16	12	11½
Norfolk, Va.	20½	18	20½	18	24	18	27	18½	17½	18	27	19½
Olean, N. Y.	12	12	10	9½	15	12½	20½	14½	17½	13½	20½	16
Orrville, Ohio.	9	8	10	10½	7	6½	8	8½	10	9½	8	6½
Parkersburg, W. Va.	10½	10½	14	13½	10½	11½	12½	11½	5	5½	12½	11½
Peoria, Ill.	22½	18½	22½	18½	17½	15½	15	14½	17½	15	15	14½
Philadelphia, Pa.	14½	14½	14½	14½	17½	17½	20½	19½	17½	17½	20½	19½
Pittsburg, "			10	8½	10	9	13	11½	10	10½	13	11½
Plymouth, Ind.	18½	15½	18½	15½	13½	13	11	10½	17	15½	11	11½
Point Pleasant, W. Va.	14	11½	16	14	15½	11½	12½	11½	6	7	12½	11½
Pontiac, Mich.	17½	15	17½	13½	13½	11½	9	7	17½	15	11	10½
Port Huron, "	17½	15½	17½	15½	13½	12½	12	9	17½	15½	12	11
Portsmouth, Ohio.	14	13½	14	14	12½	11½	12½	11½	9	9	12½	11
Portland, Me.	23½	19	23½	19	24	22½	27	21½	25	22½	27	24½
Quincy, Ill.	25	20½	25	20½	20	18	17½	16½	20	18	17½	16½
Richmond, Ind.	15½	13½	15½	14	12	11½	10	11	12	11½	10	10½
Richmond, Va.	20½	18	20½	18	24	18	27	18½	17½	18	27	18½
Rochelle, Ill.	22½	18½	22½	18½	17½	15½	15	14½	17½	16½	15	14½
Rushville, Ind.	15½	14	15½	15	12	12	10	11	12	13	10	10½
Rochester, N. Y.	12	12	14½	10	15	12½	20½	14½	17½	13½	20½	16
Rock Island, Ill.	30½	26	30½	26	25½	23	23	22	25½	26	23	22
St. Clair, Mich.	17½	15½	17½	15½	13½	13	12	9	17½	15½	11	11
St. Paul, Minn.	39½	33	39½	33	34½	30	32	28	37	33	32	29½
Salamanca, N. Y.	10	10½	10	8½	10	9	13	11½	14	13½	13	11½
Sandusky, Ohio.	12	11½	12	11½	6½	6½	6½	6½	12½	11½	6½	6½
Sault St. Marie, Mich.	33	25½	33	25½	29	23	26½	20	33	25½	26½	22½
Seymour, Ind.	19	15½	19	15½	15	14	13	13½	12½	13	13	13½
South Whitley, "	18	14½	18	14	13	11	10	10	14½	14	12	10
Springfield, Ohio.	12½	12½	12½	13½	9	10	8	9	10	11	8	8
Steubenville, "	7	6½	10½	11	10	9	10½	11½	10	8	10½	11½
Syracuse, N. Y.	15½	14	15½	13	16	14½	20½	16½	17½	15	20½	17
Tiffin, Ohio.	12½	11½	12½	11½	8	8	5½	6½	12½	11½	5½	6
Toledo, "	12½	11½	12½	11½	8	8			12½	11½	5½	6½
Traverse City, Mich.	25	20½	25	20	21	18	17½	12½	25	20½	17½	16
Uhrichsville, Ohio.	9	8	10	12½	8	8½	10	10½	10	8	10	10½
Union City, Ind.	14	13	14	13½	10	10½	8	10½	12	11½	8	9
Utica, N. Y.	15½	15	15½	14	16	16	20½	18½	19	17	20½	19½
Valparaiso, Ind.	19½	15½	19½	15½	14½	13	12	11½	17	15½	12	11½
Van Wert, Ohio.	14½	13	14½	13	10	10	7½	6	14	13	7½	7½
Vincennes, Ind.	19½	16	19½	18	15½	14½	15	14½	15½	15½	15	14½
Warren, Pa.	10	10½	10	8	10	9	13	11½	14	13½	13	11½
Warsaw, Ind.	18	14½	18	15	13	11½	10	10	14½	14½	10	10
Washington, D. C.	14½	13½	17½	13½	17½	16½	20½	18½	20½	16½	20½	18½
Wauseon, Ohio.	14½	13	12½	12½	9	9½	5½	6	14	13	7½	8

PETITIONER'S EXHIBIT 655—Continued.

Comparative rates on petroleum and its products in carloads to principal basing points in Central Freight Association and Trunk Line territory, showing present rate as compared with rates in effect prior to Jan. 1st, 1907—Continued.

To—	From Pittsburg district.		From Oil City district.		From Cleveland district.		From Toledo district.		From Marietta district.		From Findlay district.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Wellington, "	11	9	11	9	6½	6½	8	7½	9	10½	8	8
Wheeling, W. Va	7	7	10½	11	10	9	10½	11½	10	8	10½	11½
Winona, Minn	37½	30	37½	30	32½	27½	30	25	35	30	30	25
Wooster, Ohio	9½	8	10	11½	7½	7	8	8½	11	9½	8	8
Youngstown, "	6½	7	8	7½	8	7	11	10½	13	10½	11	10½
Ypsilanti, Mich	16½	15	16½	13½	12½	11½	6½	6½	16½	15	9	9
Zanesville, Ohio	9	10	11	12½	8	9	10	10½	7	7	10	11
Average rate	16½	14½	17½	14½	14	13	13½	12½	15½	13½	13½	12.9
Average reduction		12%		16%		7%		7½%		13½%		4%

RECAPITULATION.

Rates from Pittsburgh district show average reduction of			12%
" " Oil City " " "			16%
" " Cleveland " " "			7%
" " Toledo " " "			7%
" " Marietta " " "			13%
" " Findlay " " "			4%
" " All " " "			10%

PETITIONER'S EXHIBIT 656.

Comparative rates on petroleum and its products in carloads from Cleveland, Ohio, to various points in Central Freight Association territory during the years 1891–1906, also 5th and 6th class rates and oil C. L. in effect May 1st, 1907.

[In cents per 100 pounds.]

To—	1906 Oil.	5th class.	6th class.	1907 Oil.	1891 Oil.
Adrian, Mich	11	11	8	10	9.5
Akron, Ohio	.....	6.5	5.5	6	4.5
Alexandria, Ind	12	13	10	11.5	10
Anderson, Ind	12	13	10	11.5	10
Ann Arbor, Mich	12½	13	10	11.5	10.5
Athens, Ohio	11½	13	10	11.5	9.5
Attica, Ind	14½	15	12	13.5	12.5
Auburn Junction, Ind	10	11.5	9	10.5	8.5
Battle Creek, Mich	13½	14.5	11.5	13	11.5
Benton Harbor, Mich	14½	15	12	13.5	12.5
Bluffton, Ind	10	13	10	11.5	8.5
Bremen, Ohio	10	11.5	9	10.5	8.5
Buffalo, N. Y	10	10	8.5	9	8.5
Butler, Pa	10	10	8.5	9	8.5
Cambridge, Ohio	8	10	8.5	9	6.5
Canal Dover, Ohio	8	8.5	7	7.5	6.5
Canton, Ohio	.....	7.5	6.5	6.5	6.5
Charlotte, Mich	13½	15	12	13.5	11.5
Chicago, Ill	14½	15	12	13.5	12.5
Chillicothe, Ohio	10½	12.5	10	11	8.5
Cincinnati, Ohio	10½	13	10	11.5	8.5
Circleville, Ohio	10½	11.5	9	10.5	8.5
Clare, Mich	17	17	14	15.5	15
Columbus, Ind	15	15.5	12.5	14	13
Columbus, Ohio	8	10	8.5	9	6.5
Connersville, Ind	12	13.5	11.5	12	10
Corning, Ohio	10½	11.5	9	10.5	8.5
Corry, Pa	.....	10	8.5	9	8.5
Coshocton, Ohio	.....	9.5	8	8.5	6.5
Crawfordsville, Ind	14½	15	12	13.5	12.5
Danville, Ill	14½	15	12	13.5	12.5
Dayton, Ohio	9	11.5	9	10.5	7.5
Decatur, Ind	10	11.5	9	10.5	8.5
Delaware, Ohio	8	9.5	8	8.5	6.5
Delphi, Ind	14½	15	12	13.5	12.5
Detroit, Mich	9	11	8	10	7.5
Dunkirk, N. Y	10	10	8.5	9	8.5
Elkhart, Ind	13½	14.5	11.5	13	11.5
Elwood, Ind	12	14	11	12.5	10
Erie, Pa	9	9	8	8	7.5
Evansville, Ind	17½	18	15	16	15.5
Flint, Mich	13½	14.5	11.5	13	11.5
Fort Wayne, Ind	10	11.5	9	10.5	8.5
Frankfort, Ind	14½	14.5	11.5	13	12.5
Galion, Ohio	.....	8.5	7	7.5	6.5
Gallipolis, Ohio	12½	13	10	11.5	10.5
Goshen, Ind	13	13	10	11.5	11
Gosport, Ind	15	16	13	14.5	13
Grand Rapids, Mich	14½	15	12	13.5	12.5
Grayville, Ill	17½	18	15	16	15.5
Greencastle, Ind	14½	15	12	13.5	12.5
Hamilton, Ohio	10½	13	10	11.5	11.5
Holly, Mich	13½	14	11	12.5	12.5
Howard City, Mich	16	17	14	15.5	14
Huntington, Ind	12	13	10	11.5	10
Indianapolis, Ind	12	14	11	12.5	10
Ionia, Mich	14½	15	12	13.5	12.5
Ironton, Ohio	13	13	10	11.5	11
Jamestown, N. Y	10	10	8.5	9	8.5
Jackson, Mich	12½	13	10	11.5	10.5
Jackson C. H., Ohio	12½	13	10	11.5	10.5
Jacksonville, Ill	19½	20	16	18	17.5
Jeffersonville, Ind	15	16	13	13.5	13
Joliet, Ill	14½	15	12	13.5	12.5
Junction City, Ohio	10	11.5	9	10.5	8.5
Kalamazoo, Mich	13½	14.5	11.5	13	11.5
Kankakee, Ill	14½	16	15	13.5	12.5
Kendallville, Ind	11	12.5	10	11	9.5
Kokomo, Ind	13½	14.5	11.5	13	11.5
La Fayette, Ind	14½	15	12	13.5	12.5
Lancaster, Ohio	10	11.5	9	10.5	8.5
Lansing, Mich	13½	14	11	12.5	11.5
Lapeer, Mich	13½	14.5	11.5	12.5	11.5

PETITIONER'S EXHIBIT 656—Continued.

Comparative rates on petroleum and its products in carloads from Cleveland, Ohio, to various points in Central Freight Association territory during the years 1891–1906, also 5th and 6th class rates and oil C. L. in effect May 1st, 1907—Continued.

[In cents per 100 pounds.]

To—	1906 Oil.	5th class.	6th class.	1907 Oil.	1891 Oil.
La Porte, Ind	14½	14.5	11.5	13	12.5
Lebanon, Ind	14½	15	12	13.5	12.5
Logansport, Ind	13½	14.5	11.5	13	11.5
Louisville, Ky	15	16	13	14.5	13
Mackinaw City, Mich	21	22	18	20	19
Madison, Ind	15	16	13	14.5	13
Mansfield, Ohio		8	7	7	6.5
Marietta, Ohio	10½	11.5	9	10.5	8.5
Marion, Ind	12	13	10	11.5	11
Michigan City, Ind	14½	15	12	12.5	12.5
Mitchell, Ind	15	16	13	14.5	13
Monroe, Mich	9	11	8	10	7.5
Mt. Vernon, Ind		18	15	16	15.5
Muncie, Ind	10½	13	10	11.5	8
New Albany, Ind	15	16	13	14.5	13
Newark, Ohio		10	8.5	9	6.5
New Lexington, Ohio	10	11.5	9	10.5	8.5
New Philadelphia, Ohio		8.5	7	7.5	6.5
Niles, Mich	14½	14.5	11.5	13	12.5
North Vernon, Ind	15	15.5	12.5	14	13
Norwalk, Ohio	6½	7.5	5.5	6.5	5.5
Otis, Ind	14½	14.5	11.5	13	12.5
Owosso, Mich	13½	14.5	11.5	13	12.5
Oxford, Mich	13½	14	11	12.5	11.5
Peru, Ind	13½	14.5	11.5	13	11.5
Pittsburg, Pa		10	8.5	9	8.5
Plymouth, Ind	13½	14.5	11.5	13	11.5
Port Huron, Mich	13½	14	11	12.5	11.5
Portland, Ind	10½	11.5	9	10.5	8.5
Portsmouth, Ohio		13	10	11.5	10.5
Ravenna, Ohio		6.5	5.5	6	4.5
Reed City, Mich	17	17	14	15.5	15
Richmond, Ind	12	13	10	11.5	10
Rochester, Ind	13½	14.5	11.5	13	11.5
Rochester, Mich	13½	14	11	12.5	11.5
Rushville, Ind	12	13.5	11	12	10
Saginaw, Mich	14½	14.5	11.5	13	12.5
Salamanca, N. Y	10	10	8.5	9	8.5
Seymour, Ind	15	15.5	12.5	14	13
Sidney, Ohio	9	11	9	10	7.5
South Bend, Ind	13½	14.5	11.5	13	11.5
South Charleston, Ohio	9	11	9	10	7.5
South Haven, Mich	14½	15	12	13.5	12.5
Springfield, Ohio	9	11	9	10	7.5
St. Anne, Ill	14½	15	12	13.5	12.5
Sturgis, Mich	12½	13.5	10.5	12	10.5
Terre Haute, Ind	14½	15	12	13.5	12.5
Three Rivers, Mich	13½	14.5	11.5	13	11.5
Titusville, Pa	10	10	8.5	9	8.5
Tipton, Ind	12	14	11	12.5	10
Toledo, Ohio	8	9	7	8	6.5
Troy, Ohio	9	11.5	9	10.5	7.5
Union City, Ind		11.5	9	10.5	6.5
Urbana, Ohio		11	9	10	7.5
Valparaiso, Ind	14½	14.5	11.5	13	12.5
Veedersburg, Ind	14½	15	12	13.5	12.5
Vicksburg, Mich	13½	14.5	11.5	13	11.5
Vincennes, Ind	15½	16	13	14.5	13.5
Virginia, Ill	19½	20	16	18	17.5
Wabash, Ind	13	13	10	11.5	11
Warren, Pa	10	10	8.5	9	8.5
Warsaw, Ind	13	13	10	11.5	11
Wasepi, Mich	13½	14.5	11.5	13	11.5
Washington C. H., Ohio	10½	11.5	9	10.5	8.5
Watseka, Ill	14½	15	12	13.5	12.5
Xenia, Ohio	9	11.5	9	10.5	7.5
Youngstown, Ohio	8	7.5	7	7	6.5
Ypsilanti, Mich	12½	13	10	11.5	10.5
Zanesville, Ohio	8	10	8.5	9	6.5
Average rate	12.6	13.3	10.5	11.7	10.3

PETI. .ONER'S EXHIBIT 656—Continued.

On the cover of this exhibit is typewritten the following:

Comparative rates

from

Cleveland, Ohio.

To various points in C. F. A. territory.

On 5th & 6th classes for the year 1907.

On oil in carloads for the year 1907.

On oil in carloads for the year 1891.

On oil in carloads for the year 1906.

PETITIONER'S EXHIBIT 657.

Comparative rates on sixth class and oil in carloads from Chicago, Ill., and Whiting, Ind., to various points in Central Freight Association territory during the year 1906.

[In cents per hundred pounds.]

To—	Distance.	6th class.	6th class rate per ton per mile.	Oil.	Oil rate per ton per mile.
	Miles.	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Alexandria, Ind.	170	9	.011	8	.009
Alida, Ind.	57	6½	.023	5½	.020
Anderson, Ind.	176	9	.010	8	.009
Attica, Ind.	120	8½	.015	8	.014
Argos, Ind.	92	8	.018	5½	.012
Aurora, Ind.	276	12	.009	11	.008
Bad Axe, Mich.	375	14	.007	13	.007
Brazil, Ind.	181	9	.010	8	.009
Bringhurst, Ind.	137	9	.013	8	.012
Buchanan, Mich.	86	8	.018	6½	.015
Cannelton, Ind.	342	12	.007	11	.006
Cayuga, Ind.	141	9	.013	8	.012
Clarks Hill, Ind.	146	9	.012	8	.011
Colfax, Ind.	151	9	.012	8	.010
Covington, Ind.	135	9	.013	8	.012
Crawfordsville, Ind.	148	9	.012	8	.011
Crown Point, Ind.	36	6	.033	5½	.030
Delphi, Ind.	111	8½	.015	8	.015
Denver, Ind.	136	8½	.012	8	.012
De Long, Ind.	89	8	.018	6½	.015
Elwood, Ind.	161	9	.010	8	.009
Evansville, Ind.	287	12	.008	11	.008
Fair Oaks, Ind.	62	8	.026	5½	.018
Farwell, Mich.	340	13	.006	12	.007
Fort Branch, Ind.	268	12	.009	11	.008
Frankfort, Ind.	136	9	.013	8	.012
French Lick, Ind.	279	14	.010	13	.009
Gas City, Ind.	162	9	.010	8	.009
Goodland, Ind.	85	9	.021	8	.018
Greencastle, Ind.	178	9	.010	8	.009
Griffith, Ind.	29	6	.041	5	.034
Grindstone City, Mich.	397	14	.007	13	.007
Harbor Beach, Mich.	408	14	.007	13	.006
Hanna, Ind.	59	7	.024	5½	.019
Haskels, Ind.	64	6½	.020	5½	.017
Hibbard, Ind.	85	8	.018	6½	.015
Hoover, Ind.	113	8½	.015	8	.015
Hillsdale, Ind.	151	9	.012	8	.011
Indianapolis, Ind.	184	9	.010	8	.009
Ionia, Mich.	211	10	.010	8	.008
Jasper, Ind.	304	12	.008	11	.007
Jeffersonville, Ind.	302	12	.008	11	.007
Jonesboro, Ind.	162	9	.010	8	.009
Kewanna, Ind.	93	8½	.018	8	.018
Knox, Ind.	72	7	.019	6½	.018
Lacrosse, Ind.	68	7	.020	5½	.016
La Fayette, Ind.	120	8½	.014	8	.013
Laketon, Ind.	122	8½	.014	8	.013
Lakeville, Ind.	80	8	.020	6½	.016
Laporte, Ind.	56	7	.025	5½	.020
La Paz Junct., Ind	88	8	.018	6½	.015
Lawrenceburg, Ind.	280	12	.009	11	.008
Lebanon, Ind.	167	9	.010	8	.009
Linden, Ind.	137	9	.013	8	.012
Logansport, Ind.	117	8½	.013	8	.014
Louisville, Ky.	324	13	.008	11	.007
Madison, Ind.	280	11½	.008	11	.008
Marion, Ind.	157	9	.011	8	.010
Michigan City, Ind.	52	6½	.025	5½	.021
Monon, Ind.	88	8½	.010	8	.018
Monticello, Ind.	99	8½	.017	8	.016
Mt. Pleasant, Mich.	320	13	.008	12	.008
Mt. Vernon, Ind.	306	12	.008	11	.007
New Albany, Ind.	307	12	.008	11	.007
New Buffalo, Mich.	63	7	.020	6½	.020
Niles, Mich.	93	8	.018	6½	.015
Noblesville, Ind.	174	9	.010	8	.009
North Judson, Ind.	69	7	.020	6½	.020
North Manchester, Ind.	155	8½	.011	8	.010
Oakland City, Ind.	234	12	.010	11	.009
Oxford, Ind.	103	8½	.017	8	.016
Otis, Ind.	48	6½	.027	5	.020
Port Austin, Mich.	424	14	.007	13	.006
Plymouth, Ind.	84	8	.019	6½	.015

PETITIONER'S EXHIBIT 657—Continued.

Comparative rates on sixth class and oil in carloads from Chicago, Ill., and Whiting, Ind., to various points in Central Freight Association territory during the year 1906—Con.

[In cents per hundred pounds.]

To—	Distance.	6th class.	6th class rate per ton per mile.	Oil.	Oil rate per ton per mile.
	Miles.	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Rosseyville, Ind	286	12	.008	11	.008
Princeton, Ind	260	12	.009	11	.008
Remington, Ind	93	9	.019	8	.018
Reynolds, Ind	144	8½	.012	8	.011
Rockport, Ind	337	12	.007	11	.007
Rosedale, Ind	169	9	.011	8	.009
San Pierre, Ind	83	7	.017	6½	.016
South Bend, Ind	86	8	.018	6½	.015
South Wanatah, Ind	56	6½	.023	5½	.020
Swanington, Ind	98	8½	.017	8	.016
Swazee, Ind	167	9	.011	8	.009
Stillwell, Ind	80	8	.020	6½	.016
Shelby, Ind	53	7	.025	5½	.020
Terre Haute, Ind	178	9	.010	8	.009
Tipton, Ind	154	9	.012	8	.010
Thomaston, Ind	61	7	.020	5½	.018
Valparaiso, Ind	44	6½	.029	5½	.025
Veedersburg, Ind	132	9	.013	8	.012
Wabash, Ind	146	8½	.012	8	.011
Walkerton, Ind	79	8	.020	6½	.016
Wanatah, Ind	53	6½	.025	5½	.020
Wellsboro, Ind	64	7	.020	5½	.016
Westfield, Ind	163	9	.010	8	.009
Wheatfield, Ind	68	7	.020	5½	.016
Wilder, Ind	62	7	.020	5½	.018
Wolcott, Ind	98	9	.018	8	.016
Average rate		9	.015	8	.013

ANALYSIS OF THE ABOVE.

Average rate on oil in carloads shows a reduction of 11% below 6th class rate or 89% of 6th class during the year 1906.

Average rate per ton per mile on oil in carloads shows a reduction of 13.3% below the average rate per ton per mile on 6th class during the year 1906.

MEMORANDUM.

Cover to Exhibit No. 657 reads as follows:

COMPARATIVE RATES

ON 6TH CLASS AND OIL IN CARLOADS

from

CHICAGO, ILL., AND WHITING, IND.

TO VARIOUS POINTS IN C. F. A. TERRITORY DURING

THE YEAR 1906.

PETITIONER'S EXHIBIT 658.

Before the

INTERSTATE COMMERCE COMMISSION.

No. 806.

THE FRED G. CLARK COMPANY

v.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY; NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY; LEHIGH VALLEY RAILROAD COMPANY; DELAWARE & HUDSON COMPANY; BOSTON & MAINE RAILROAD; AND NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

No. 796.

WAVERLY OIL WORKS.

v.

PENNSYLVANIA RAILROAD COMPANY; DELAWARE & HUDSON COMPANY; BOSTON & ALBANY RAILROAD COMPANY; AND NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

Decided February 14, 1906.

F. A. Quail for Fred G. Clark Company and Waverly Oil Works.
F. J. Jerome for Lake Shore & Michigan Southern Railway Company.
E. J. Rich for Boston & Maine Railroad.
J. J. Brooks for Pennsylvania Railroad Company.
E. G. Buckland for New York, New Haven & Hartford Railroad Company.

REPORT AND OPINION OF THE COMMISSION.

INTERSTATE COMMERCE REPORTS.

No. 806.

THE FRED G. CLARK COMPANY

v.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY; NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY; LEHIGH VALLEY RAILROAD COMPANY; DELAWARE & HUDSON COMPANY; BOSTON & MAINE RAILROAD; AND NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

No. 796.

WAVERLY OIL WORKS

v.

PENNSYLVANIA RAILROAD COMPANY; DELAWARE & HUDSON COMPANY; BOSTON & ALBANY RAILROAD COMPANY; AND NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

Decided February 14, 1906.

The N. Y., N. H. & H. R. Co., called the New Haven Co., refuses to make and maintain joint through rates on petroleum and its products from Cleveland, Ohio, Pittsburg, Pa., and other points in Pennsylvania and Ohio to points reached by its line in New England, and on all such traffic insists upon exacting the local charges from junction points with other carriers to the various destinations. The New Haven Co. does participate in through rates to New England points on other traffic generally. Ordinarily the rate to Boston applies to points in Massachusetts and Connecticut, including junction points with the New Haven Co., and it results that its refusal to join in through rates on petroleum and its products operates to increase the rate by the amount of its local charge. The Standard Oil Co. brings crude oil by pipe line to its seaboard refineries and sends the refined oil and the products by tank steamers to distributing stations at Wilson Point, Conn., and India Point, R. I., and also has distributing stations at New London, Conn., and East Boston, Mass. From the distributing stations the oil and products are shipped out locally to interior points. Independent shippers, like complainants, are obliged to send shipments by rail to the same destinations. The combination rates on petroleum and its products from Cleveland and Pittsburg to points reached by the New Haven Co. result in unreasonable and unjust rates. The refusal of the New Haven Co. to consent to and participate in through rates on that traffic is unjust and unreasonable, and the situation is such as to operate greatly to the advantage of the Standard Oil Co. There is no competitive relation between petroleum and its products on the one hand and other articles of traffic on the other, and the failure of the New Haven Co. to provide joint rates on petroleum and its products, while maintaining joint rates on other traffic, does not constitute wrongful preference and advantage. The act to regulate commerce does not authorize the Commission to compel the establishment of joint rates by connecting carriers, nor to prescribe the divisions of joint rates or the

conditions of interchange in case the connecting carriers fail to agree in respect thereto, and it follows, notwithstanding the combination rates complained of are unjust and unreasonable and the general shipping situation is such as to work a practical monopoly in favor of the Standard Oil Company, that relief can not be afforded by the Commission, and the complaint must be dismissed.

F. A. Quail, for Fred G. Clark Company and Waverly Oil Works.

F. J. Jerome, for Lake Shore & Michigan Southern Railway Company.

E. J. Rich, for Boston & Maine Railroad.

J. J. Brooks, for Pennsylvania Railroad Company.

E. G. Buckland, for New York, New Haven & Hartford Railroad Company.

REPORT AND OPINION OF THE COMMISSION.

PROUTY, *Commissioner:*

The complaint in both of the above cases is the same, and is that the New York, New Haven & Hartford Railroad Company, known in this report as the New Haven Company, declines to make joint through rates on petroleum and the products of petroleum, while it makes such rates on most other commodities, thereby imposing unreasonable transportation charges upon petroleum and its products and discriminating against the independent refiners of petroleum in favor of the Standard Oil Company. The Waverly Oil Works claims reparation in respect of a specific shipment from Pittsburg, Pennsylvania, to Waterbury, Connecticut, but this shipment appears to have passed over a route in connection with which the New Haven Company has no joint tariffs whatever, so that this branch of the case is not presented by the record and will not be considered.

The Fred G. Clark Company is located at Cleveland, Ohio, and is a corporation. It deals to some extent in illuminating oil, but handles, principally, lubricating oil and other oils of various kinds which are not illuminating. The company owns and operates a refinery of its own, but the greater part of its business is the jobbing of other manufacturers' products. The Waverly Oil Works is situated near Pittsburg, in the Pennsylvania oil fields, where it operates a refinery of its own. It sells the entire product of that refinery, and we do not understand that it handles other oil in addition to its own product.

Rates on nearly all commodities from Cleveland and Pittsburg into New Haven territory are the Boston rates—that is, the interior destination takes the same rate which applies to Boston. In case of petroleum and the products of petroleum the New Haven Company declines to make such joint rates and insists upon receiving its local rate from the point at which the shipment is delivered to it. This applies to Boston as well as points taking Boston rates.

Traffic from the sections under consideration may reach the New Haven road at various junction points. Coming by the Pennsylvania or the Central of New Jersey, it would be delivered to it at Jersey City, upon the western bank of the Hudson River. From there the car is transported by floats to the Harlem River yards of the New Haven Company. From the Delaware & Hudson, the Erie, and the Lackawanna roads, freight was formerly received by the New Haven Company upon the west bank of the Hudson River at Newburgh, and thence transported by floats across the river to its tracks upon the eastern bank. At the present time the New Haven Company, through

its acquisition of the Central New England Railroad, operates a line over the Poughkeepsie bridge, and an arrangement has been made by which all freight formerly received at Newburgh and ferried across the river is now taken over that bridge. Traffic entering New England by the Boston & Albany Railroad, now operated by the New York Central, reaches the New Haven at Pittsfield, Springfield, Worcester, and other junction points, while the Fitchburg Railroad, now controlled by the Boston & Maine, connects with the New Haven at Turner's Falls, Fitchburg, and several other places.

Whenever petroleum or its products are shipped from the west to New Haven territory, they must pay the rate to the junction point and the local rate from the junction point. The rate to all junction points upon the Boston & Albany and the Fitchburg is the Boston rate; that to the junction point via the Poughkeepsie bridge and at New York City is apparently the New York rate. It will be seen, therefore, that the effect of this refusal to pro-rate upon the cost of transporting petroleum and its products from the oil fields of Pennsylvania and Ohio is to increase the freight by substantially the New Haven local rate. For example, the rate on petroleum from Cleveland to Boston at the present time is 23½ cents per hundred pounds. A shipment moving by the New York Central lines, destined to Hartford, Conn., would perhaps be delivered to the New Haven Company at Springfield, and in that event would pay a rate of 23½ cents up to Springfield and the local rate from Springfield of 5 cents, making a total through charge of 28½ cents, while under the rule applicable to other commodities the total charge from Cleveland to Hartford would have been 23½ cents, the Boston rate.

The effect of the refusal of the New Haven Company to prorate on shipments of petroleum and its products is well illustrated by a case which was recently brought to the attention of the Commission. The Pennsylvania Railroad Company in connection with various New England roads publishes a joint tariff naming through rates from Philadelphia to points in New England. In this tariff the New Haven road joins, with the usual exception as to petroleum. While the Central New England Railway was an independent line it joined in these through tariffs and the products of petroleum could be shipped by that line from Philadelphia to Hartford at the regular third-class rate of 19 cents in less than carload lots. While this tariff was in force a shipment of five barrels of petroleum lubricating oil, weighing 2,000 pounds, was made from Philadelphia to Hartford, the freight charge being $3.80. After the Central New England had passed under the control of the New Haven and after the joint rate on petroleum had been withdrawn a second shipment of five barrels, weighing 2,000 pounds, was made. The lowest rate now applicable to this shipment was the sum of the locals via Jersey City, being 15 cents from Philadelphia to Jersey City and 19 cents from Jersey City to Hartford, a total rate of 34 cents per hundred pounds, resulting in a total freight charge of $6.80. The absorption of the Central New England by its competitor and the canceling of its tariff on petroleum had increased the freight on this shipment almost 100 per cent. It may be noted that five barrels of lard oil of the same weight used for lubricating purposes might still be sent from Philadelphia to Hartford for $3.80, although the value of that oil would be several times greater than that of the petroleum oil and although it is in no respect more desirable freight to handle.

The general effect of this refusal on the part of the New Haven Company to join in through rates is, as already said, to increase the cost of transporting petroleum and its products from Pittsburg, Cleveland, and similar points to destination in New Haven territory by substantially the amount of the local rate. This would vary according to the ultimate destination from 5 cents to 15 cents per hundred pounds. It is probably safe to say that on the average the transportation charge is increased by this means from 8 to 9 cents per hundred pounds.

The complainants insist that the purpose and effect of the action complained of upon the part of the New Haven Company are to give the Standard Oil Company a monopoly of its territory.

It is sufficiently correct for the purposes of this report to treat the petroleum which supplies New England with gasoline and illuminating oils as originating at Pittsburg and Cleveland, and until the discovery of the Texas oil fields the same was true of lubricating and fuel oils. The complainants refine this petroleum at Cleveland and Pittsburg and ship the product East by rail. The Standard Oil Company also maintains extensive refineries in the same vicinity, but oils handled by that company in the East are for the most part pumped through pipe lines to the seaboard either before or after refining.

The products of petroleum sold by the Standard Oil Company in New Haven territory are mainly distributed from Wilson Point and India Point. Wilson Point is upon the coast a few miles from South Norwalk, Conn.; India Point is in the vicinity of Providence, R. I. Most of the shipments from these points are in tank cars, but some are in barrels, usually in carload lots. The testimony shows that the Standard Oil Company also has a distributing station at New London, Conn., on the tracks of the New London & Northern Railway, controlled by the Central Vermont Railway Company, and another tank station at East Boston on the tracks of the Boston & Albany Railroad. Shipments are made from both these stations to some extent in tank cars. Both carload and less than carload shipments are also made to a considerable extent from New York City in barrels.

The refineries of the Standard Company are apparently located in the vicinity of New York Harbor and the refined product is transported by tank steamers to these various distributing stations. The transportation cost by this method is less than it is by rail. The representative of the Waverly Oil Works testified that in his opinion the Standard Company could transport its product from the oil field to Wilson Point or India Point for one-half cent per gallon less than he could transport his product to a junction point upon the confines of New Haven territory.

Special commodity tariffs are established by the New Haven road for the distribution of this oil from Wilson Point and India Point. These rates apply only to carload shipments and are from 4 to 10 cents per hundred pounds. They are mostly in the nature of blanket rates. From Wilson Point the prevailing rate to the majority of stations west of New Haven is 7 cents per hundred pounds, while to territory east of New Haven it is 10 cents per hundred pounds. The prevailing rate from India Point to stations east of New Haven is 6 cents, while to stations west it is 10 cents. The Standard Company can reach most of the stations in New Haven territory from one or

the other of these points of distribution at an average rate of between 6 and 7 cents.

When oil is shipped by the Standard Company from its stations at East Boston or New London or when it is delivered to the New Haven at New York it pays the regular class rate.

Until quite recently petroleum and its products have been classified by the New Haven road in carload lots as fifth class, but about two years ago, in consequence of a vigorous protest from a dealer in oil against this policy of the New Haven Company, that classification was changed and petroleum and its products are now rated as sixth class. The local sixth-class rate from the various junction points at which oil might be delivered to the New Haven road to various destinations in New Haven territory must manifestly vary greatly. Taking a central point, like Springfield, the local rate would run from 5 to 15 cents, but the more distant points could be reached at less expense through some other junction. It seems probable to us that the average local rate which would be paid by shipments of petroleum from western points of origin would, as a practical matter, be about 9 cents per hundred pounds. Taking Springfield once more as an illustration, we find that the rate from Wilson Point to Springfield is 7 cents per hundred pounds, while from Springfield to Wilson Point it is 11 cents.

The weight of different kinds of petroleum oil varies considerably, but on the average about 13 gallons weigh 100 pounds, so that 1 cent in the freight rate amounts to one-thirteenth of a cent in the cost of the oil per gallon. In the handling of these oils, especially kerosene and lubricating oil in bulk, one-eighth of a cent per gallon is regarded as a fair profit. Two cents per hundred pounds in the freight rate would, therefore, control a particular territory; that is, the seller who had that advantage could make a fair profit while his competitor lost money.

The testimony of the witnesses produced by the complainants shows conclusively that petroleum oils are not to-day and have not been since the New Haven canceled its through rate sold in this territory to any extent by any competitor of the Standard Oil Company. The witnesses for the New Haven Company admitted that this was so, but insisted that while the practical effect of this policy might be to exclude from its territory the competitors of the Standard Oil Company, such was not the purpose.

The New Haven Company claims that the products of petroleum are dangerous and undesirable freight and that the method of distribution adopted by it makes both for the safety of the public and the interest of the railroad.

Of the product resulting from the refining of crude petroleum 10 per cent is gasoline and substances of that general character. These oils are all highly volatile, the gases are readily explosive, and their handling is attended by real danger. This case shows that numerous accidents, resulting in serious loss not only of property but of human life, have occurred in the transportation of gasoline and kindred articles by rail.

Forty per cent of the product of petroleum is lubricating oil of various kinds. This can not be regarded in any proper sense as a dangerous article of transport. While the different products of petroleum grade into each other in such a way that it would probably be

impossible to find a lapse of 100 degrees in fire test, still as a practical matter lubricating oils and cylinder oils are in no way akin to gasoline and naphtha. They are not volatile, their fire test runs from 300 degrees to 600 degrees Fahr., being about the same as with oils produced from other substances, like lard oil, cotton-seed oil, linseed oil, etc. They do not occasion spontaneous combustion. They are no more liable to ignition than most ready-mixed paints, washing compounds, and many other things which might be named and whose transportation is not regarded as hazardous.

Some 17 per cent of the product of petroleum is styled "export oil," which appears to be a low grade of kerosene oil which can not be used under the laws of the United States, but which can be exported to foreign countries. About 28 per cent is commercial kerosene as used in this country, the remaining 5 per cent being lost in the refining. Kerosene oil is more inflammable than lubricating oils, but nothing like as much so as gasoline. It does not form in the open air a vapor which is explosive. It does not ordinarily ignite at less than 150 degrees Fahr. In case a tank car of kerosene were broken open the oil by spreading over surrounding objects would create for the time being a highly combustible condition, but the testimony, although addressed to the accidents which have occurred from the transportation of petroleum and its products, did not show any from the transportation of kerosene, and it is our impression that such accidents would seldom occur. The New Haven Company receives, both on its floats in New York Harbor and from its connections, tank cars of turpentine of which the fire test is much lower than kerosene oil and which is in every way a more hazardous commodity to transport. It received down to 1904 large quantities of kerosene at pier 50 in New York City which it loaded into cars at that point and transported by floats to its Harlem River yard for distribution over its system. It still receives at that point lubricating oils, but not the more volatile products of petroleum. It transports upon its floats from Jersey City at the present time lubricating oil in barrels for all points and lubricating oil in tank cars when intended for Long Island.

Assuming that the transportation of the products of petroleum is accompanied by special risk, in just what way does the refusal of the New Haven Company to grant through rates to that commodity help the matter? The defendant answers that under its present system this commodity moves in solid trains and on particular days and that for this reason its movement can be more carefully supervised. The testimony shows that oil is received for shipment at Boston only on specified days and it tends to show the same fact as to New York. These regulations, however, apply to oil of all kinds, including those on which the New Haven Company voluntarily makes joint rates, and the reason for the rule is found not in the dangerous character of the shipment but in the fact that the oil is liable to contaminate other commodities which are brought into contact with it. With respect to carload shipments from East Boston and New London it appears that these are received on any day of the week from the railroads upon whose lines the storage tanks are located in exactly the same way as carloads of petroleum would be received and forwarded from any connecting railroad at any junction point.

No testimony whatever was introduced as to the method of distributing from India Point. In the earlier stages of the case some

claim was made that the distribution from Wilson Point was by solid train loads; that a train load would be taken for a particular division and run through to the end of that division, dropping off cars here and there on the way. Upon the final hearing, however, the complainants produced a witness, the station agent at Wilson Point, having charge of these shipments, and from his testimony it appears that a solid train of from 15 to 25 cars is sent out from that station each day which runs solid as far as New Haven, but that no attention is paid to the destination beyond New Haven; that is, the solid train is broken up at New Haven and sent out in all directions as may happen.

It also appeared that no special tests were made or inspection undertaken by the railroad of tank cars at Wilson Point aside from those regularly made at junction points.

Petroleum is ordinarily classified as fifth class. By the New Haven road it is rated as sixth class. It is sought after by carriers generally as a desirable species of traffic, and the testimony discloses no difficulty whatever in exchanging such traffic between different lines, nor did it appear that, with the exception of the New Haven road, any line which exchanged other traffic declined to exchange this also.

We are unable to see how the refusal of the New Haven Company to accept shipments of petroleum at its various junction points adds materially to the safety of the communities served by it in the handling of this business. The number of cars is the same, the distance hauled is substantially the same; with the exception of the solid train from Wilson Point to New Haven, a distance of 32 miles, the conditions under which the traffic is hauled are practically the same. We fail to find that this method of handling the petroleum traffic substantially diminishes the danger; it undoubtedly does somewhat contribute to the convenience with which the New Haven Company can transact that business. It is always more desirable from an operating standpoint to receive from a single point and a single shipper than it is to take up the same amount of traffic at various points in smaller shipments.

Assuming that the New Haven Company can handle this oil traffic somewhat more advantageously under the present system than it could if the oil were received by rail at its various junction points, it is still necessary to know how the revenue under the present system compares with what it would be under the pro-rate system, to determine which method on the whole is for the interest of that company. In this view the New Haven was asked to state what divisions of the through rate that company had received when the joint tariffs were in effect and what divisions it would receive if it were to reestablish such tariffs upon the same basis with other commodities. The witness asked to be excused from giving this information for the reason that its divisions were matters of private arrangement which it did not care to disclose. Inasmuch as the matter was indirectly brought in issue the inquiry was not insisted upon, but the following general statement was made:

The present vice-president in charge of traffic came to the New Haven Company in 1901. He testified that soon after assuming office he became convinced that these distributing oil rates from Wilson Point and India Point were too low and that he advanced them

about 25 per cent. This witness stated that the revenue derived at the present time under the present system was just about equal to that which would accrue if joint rates were in effect, but that the revenue previous to the advance above mentioned was distinctly less.

The defendant insists that whatever may have been the actual effect of the cancellation of its joint tariffs it had no intent to thereby prefer the Standard Oil Company; that it is ready now and always has been ready to accord to any other dealer in the products of petroleum rates as favorable as those given the Standard Oil Company.

No witness produced by the defendant had any knowledge of the time when, nor the reasons why, these through rates were cancelled. The first distributing tariff among our files is one naming a rate of 6 cents per hundred pounds from Wilson Point to Springfield, Mass., and intermediate stations, which was made effective July 7, 1896. The first notice found in any tariff that joint rates on petroleum had been withdrawn by the New Haven Company is in that of the Boston & Albany which was made effective July 22, 1896. It is perfectly apparent that if no through rate was allowed via Springfield, the blanket rate thus put in effect would give to the Standard Company a monopoly of all stations to which that rate applied except Springfield itself, and the officials of the New Haven road must have known and intended this result when they at the same time established the distributing rate and took out the through rate. At the time these through rates were withdrawn the Standard Oil Company, as we understand this testimony, was the only company which piped petroleum to the seaboard and was, therefore, the only company which could adopt this method of distributing oil into New Haven territory. As a practical matter for the last ten years that company alone has been in position to take advantage of this method of distribution and is the only company which has done so until very recently.

The discovery of the Texas oil fields placed another supply of petroleum upon the seaboard and made it possible to transport Texas oil by boat to New England at a low cost of carriage. One company, The Sun, dealing in these oils, has already established a distributing station at Bridgeport, Conn., and is now bringing oil to some extent to that point for distribution in New England. A representative of that company testified that the New Haven road had tendered it the same scale of rates as obtained from Wilson Point and India Point. It also appeared that another pipe line was now in operation between the Pittsburg fields and the seaboard. So far as this case discloses, no application for similar rates has ever been made to the New Haven Company and denied. We have no doubt that at the present time the management of that company would extend to any applicant rates similar to those accorded the Standard Oil Company. The complainants and all other independent refiners whose operations are moderate in amount can never be in position to avail themselves of that system.

Some witness for the New Haven Company estimated that the number of carloads distributed by the Standard Oil Company over its system would reach 8,000 per year. It is evident that this estimate is too small. The testimony of the station agent at Wilson Point shows that the distribution from that station must equal 6,000 carloads annually, and an examination of the territory supplied from India Point convinces us that the quantity sent out by the

Standard Company from its distributing tank there and from its stations at East Boston and at New London must bring the total up to between 10,000 and 12,000 cars.

The carriers operating from Cleveland and Pittsburg are willing and anxious to join with the New Haven Company in establishing through rates upon petroleum in the same manner that such rates are established upon other commodities, and in the same manner as they were maintained previous to 1896.

It was claimed by the New Haven road that it must treat all its connections alike and that since it would not transport the products of petroleum upon its floats through the harbor of New York City and could not therefore receive this traffic from the roads delivering it at Jersey City, it was obliged to cancel its arrangements altogether. The testimony did not show that this was the reason why the through tariffs were canceled, and it does indicate that the reason was an entirely different one. In point of fact the New Haven Company could without the slightest danger transport the products of petroleum upon its floats, with the exception of the more highly volatile, and it is incredible that the refusal to receive these could lead to any serious friction with its connections.

We find the following conclusions of fact:

1. The refusal of the New Haven Company to establish joint rates for the transportation of the products of petroleum from Cleveland, Pittsburg, and corresponding territory is unjust and unreasonable.

2. The result of this refusal is to impose upon the transportation of the products of petroleum from these points to destinations in New Haven territory rates that are excessive, unjust, and unreasonable.

3. As a practical matter this course upon the part of the New Haven Company has in the past resulted in giving to the Standard Oil Company an actual monopoly of the sale of the products of petroleum in New Haven territory. While we can not find that the present system was adopted at the solicitation of the Standard Oil Company for the purpose of granting it a preference, we do find that the officials of the New Haven Company knew when the through tariffs were canceled and the first distributing tariffs put into effect in 1896 that what was done would have this result; and they have known ever since and do now know that such has been and is the effect. They have been repeatedly applied to by shippers for through rates but have refused to grant the same.

We have no means of determining whether the New Haven Company would have granted to other shippers the same rates which the Standard Company has enjoyed in the past; we find that to-day it would. The monopoly which the Standard Company has enjoyed in the past will not probably be as complete in the future for the reasons already stated.

The complainants often desire to make quotations on oil by telegraph, and in order to do this it is necessary for them to know the exact rate to destination. Their evidence tended to show that much delay had been experienced in obtaining a quotation of rates into New Haven territory, and it was claimed that the New Haven Company had purposely obstructed the giving of such information for the purpose of discouraging shipments.

In order to determine the rate to a point upon the New Haven line it is necessary to select the proper junction point and to ascertain the rate from there to destination. Carriers in the West decline to be bound by previous quotations since the local rate upon the New Haven may have been changed, and insist upon obtaining that rate in each instance when the quotation is asked. This necessitates a delay of two or three days and sometimes longer, but we think this is due to the method by which the rates must be ascertained and not to any intentional obstruction upon the part of the New Haven Company.

CONCLUSIONS.

During the taking of the testimony a representative of the Waverly Oil Works stated that, in his opinion, the cost of transportation to the Standard Oil Company, through its pipe line and tank steamers, to its distributing stations at Wilson Point and India Point was one-half cent per gallon less than the cost to his concern of transporting his product to a junction point with the New Haven road at the present rate of 23½ cents. Being thereupon asked how, if petroleum products were sold on a margin of one-eighth of a cent per gallon, and if the Standard Company could transport its product to the confines of New Haven territory for one-half cent per gallon less than the independent refiner, he could expect to compete in that territory with the Standard Company, his answer was: That by giving personal attention to his business he could refine petroleum cheaper than the trust; that he believed the difference in cost of manufacture was sufficient to enable him to compete if he were given a just freight rate, and that in any event he was entitled to a fair chance. This expresses our own opinion of the situation. If the Standard Oil Company by reason of its superior facilities of any sort can lay oil down in New Haven territory for less than its competitors it should have the benefit of those advantages, but it should not be given any artificial advantage by the manipulation of railroad tariffs. The sole duty of this Commission is to inquire whether the rates complained of are lawful.

It is important to notice exactly the effect of this refusal upon the part of the New Haven Company to pro rate. As stated in the findings of fact, it simply operates to increase the cost of transporting the products of petroleum from Cleveland and Pittsburg points into New Haven territory by from 8 to 9 cents per hundred pounds. It should be further noticed that while the cost to the complainants is thus increased the New Haven Company is not materially benefited. The revenues of that company are almost exactly the same under the present system that they would be if this traffic moved by rail through the various junction points. The difference between the present rate and the through rate in that event would be borne by the railroads which carry the freight from the point of origin up to the junction point, and which are willing to accept this division in order to obtain the business.

Assuming that the Standard Oil Company, by reason of its superior facilities in the transportation of crude petroleum or the refined product, will in any event supply this territory, it must still be evident that the price which this company can and will exact depends upon the price which its competitors can make. Since their only method

of transportation is by rail, it is further evident that the price which they can quote depends directly upon the rate. The attitude of the New Haven Company increases that rate between 8 and 9 cents per hundred pounds and, therefore, adds to the price which the independent refiner can name by that amount. In other words, the Standard Oil Company can charge for its product in this territory 8 cents a hundred pounds more than it could if the New Haven Company accorded the same terms to this traffic which it gives to nearly all other kinds of traffic. We have seen that the Standard Oil Company sells in this territory from 10,000 to 12,000 carloads per year. The minimum weight, according to the tariffs, is 40,000 pounds but the actual weight is considerably more. It is safe to say that this company is able to obtain from the sale of that oil in this section from $300,000 to $400,000 a year more than it could if through rates were applied to this traffic.

It is said that the New Haven Company can handle this business at less expense under its present system of distribution than it could if the oil were received at various junction points from its rail connections, and the opinion has been expressed in the findings of fact that to some extent this is true. But in determining the reasonableness of a rate the interest of the railway can not be alone consulted; we must consider as well the interest of the general public. Every railroad company would find it somewhat to its advantage to receive any species of traffic in large quantities from a single shipper rather than in small lots from many. To apply the doctrine for which the defendant contends in this case to the tariffs of this country would shut out the small operator of every sort and deliver the business of this land into the hands of the great combinations. We are agreed that these complainants, both in justice to themselves and in the interest of the public, are entitled to reasonable rates upon this commodity; that the present rates are unreasonable, and that we ought, if we have the authority, to make some order which will correct the wrong.

While the complainants experience some difficulty in ascertaining the through rate to points in New Haven territory, and while that is an impediment to the conduct of their business, the real difficulty under which they labor arises from the fact that the rate is too high. This difficulty would be remedied if the defendants could be compelled in any way to publish and maintain rates which were reasonable, and one method of accomplishing this would be to require the carrier which brings the traffic from the point of origin to the junction point to maintain a proportional rate for that service equivalent to the division which it would receive from a joint through rate, and compelling the New Haven Company to put in effect rates from the junction point which were equivalent to the blanket rates which are now applied by it from Wilson Point and India Point. This would be perhaps on the whole the most just disposition of the matter, but this Commission has no authority whatever to make an order of that character, for it can neither prescribe a rate for the future, nor determine the division of a through rate.

The complainants recognize this and do not invoke the exercise of any such power; they do urge that we have authority to compel this New Haven Company to accord to petroleum and its products the same system of joint rates which it applies to other commodities.

We see no reason why the New Haven Company should not accord to its territory the Boston rate in case of petroleum exactly as it does in case of other commodities, and once more, if we have the authority to compel it to do so, we ought, in our opinion, to exercise that power.

The complainants insist that the Commission may in this instance issue an order against the New Haven Company to cease and desist from its refusal to make through rates and rely upon *Interstate Commerce Com.* v. *Cincinnati, New Orleans & Texas Pacific Railway* (162 U. S., 184; 40 L. ed., 935; 5 Inters. Com. Rep., 391; 16 Sup. Ct. Rep., 700), known as the Social Circle case. The facts were these: The complainants were manufacturers and shippers of carriages from Cincinnati, Ohio, to Atlanta, Social Circle, and Augusta, Georgia. This traffic passed from Cincinnati to Chattanooga over one line of railroad, from Chattanooga to Atlanta over another, and from Atlanta to Augusta over a third, the Georgia Railroad. Social Circle was a few miles east of Atlanta and between Atlanta and Augusta, so that this traffic in reaching Augusta by this line went through Social Circle, and the complaint was that the rate charged to Social Circle was higher than the rate to Augusta in violation of section four.

It appeared that these three lines of railway had established a through rate and joined in the publication of a through tariff from Cincinnati to Augusta for the carriage of this traffic, and that this through rate was divided between them in arbitrary proportions, the share of each being less than its charge for the corresponding local service. In case of traffic destined to Social Circle the Georgia Railway did not file joint rates and declined to recognize through bills of lading. Its rate charged was the local rate from Atlanta to Social Circle, and it insisted that this business, being entirely within the State of Georgia, was not subject to the act to regulate commerce, and that the Commission therefore had no jurisdiction of the rate and no authority to issue any order with respect to it. This contention was rejected by the Supreme Court, which held that if the Georgia Railroad participated in through traffic to Augusta it thereby subjected itself to the jurisdiction of the Commission and could not deny that jurisdiction with respect to other traffic of that character which it carried to Social Circle.

In the case before us there is no question of jurisdiction. The New Haven Company engages extensively in interstate transportation, and these very local rates from the junction point to destination are generally interstate.

The court further held in the Social Circle case that the order of the Commission requiring the defendants to cease and desist from charging a higher rate to Social Circle than was charged to Augusta was lawful and should be enforced. It will be noticed, however, that the complaint arose under the fourth section and was that a higher charge was imposed at the intermediate than at the more distant point. The Commission decided that this charge ought not to be higher and the court sustained that finding of fact. An order to cease and desist was therefore the only order which could be made in the premises, and was a complete remedy for the unlawful act in issue. It did not require the carrier to do a thing which in the opinion of the Commission should be done, but rather to obey the

express terms of the statute. The carrier could comply with the order either by reducing its rate to Social Circle or by raising its rate to Augusta.

The complainants urge that the action of the New Haven Company is in violation of the third section of the act to regulate commerce, which provides in substance that no undue preference or undue discrimination shall be practiced between persons, localities, or commodities. They urge that these defendants by refusing to accord to the products of petroleum the same privilege of through routes and through rates which it accords to most other kinds of traffic violates this provision, and should be directed to cease and desist from such violation.

We can not agree with the complainants in this respect. While there may be a preference in favor of other commodities against petroleum it is not that preference which injures these complainants. The Commission has recently, in passing on a similar case, reached this conclusion. (*Railroad Commission of Kentucky* v. *Louisville & Nashville Railroad Company*, 10 I. C. C. Rep., 173.) The Louisville & Nashville Railroad had entered into a contract with the Bourbon Stock Yards of Louisville to make those stock yards its exclusive live-stock depot. Subsequently the Central Stock Yards were erected in the city of Louisville upon the line of the Southern Railway, which connected with the Louisville & Nashville in the city of Louisville. The Louisville & Nashville declined to deliver upon the request of its shippers carloads of live stock to the Southern Railway for transportation to the Central Stock Yards, and the Railroad Commission of Kentucky began proceedings before this Commission for the purpose of compelling such deliveries in case of interstate shipments.

It appeared that by virtue of mutual agreement between all the railroads entering the city of Louisville certain switching limits had been defined within which carloads of dead freight were delivered by the various roads. The Central Stock Yards were located within these switching limits, and the Louisville & Nashville regularly made delivery of carloads of dead freight to the Southern Railway destined to the Central Stock Yards. One claim of the complainant was that that company by making deliveries of dead freight and refusing to make corresponding deliveries of live stock unduly discriminated against live stock, in violation of the third section. We held otherwise upon the authority of *Butchers & Drovers' Stock-Yards Company* v. *Louisville & Nashville Railroad Company* (14 C. C. A., 290, 31 U. S. App., 252, 67 Fed., 35), and in that connection said:

"To refuse to make deliveries of live stock is a hardship upon that species of traffic; to make deliveries of dead freight is a benefit to that species of traffic; but the refusal to switch live stock does not in the case before us in any respect benefit dead freight. If we were to find an undue discrimination and were to order defendants to cease from its continuance, that order might be complied with either by delivering stock or by ceasing to deliver dead freight. In case the latter alternative were adopted, the interests for which the complainant stands would be in no respect benefited, while those persons who now do benefit from the present deliveries might be greatly damaged. It does not appear, and there are no means of determining, which alternative the defendant would adopt if put to the choice, and we should hesitate, under those circumstances, to make

an order which might result, not in advantage to live-stock shippers, but in detriment to all shippers of dead freight."

So in the case before us the fact that the New Haven Company prorates upon other kinds of traffic, while it denies that privilege to the products of petroleum, does not injure the complainants. If the New Haven Company were to cancel its through tariffs on other commodities that would in no respect benefit the complainants. What hurts them is the imposition of a rate that is too high.

It is said that this course of action upon the part of the New Haven works an actual discrimination against these complainants in favor of the Standard Oil Company, and that we should order the New Haven Company to desist from that discrimination. We have seen that there is no discrimination in terms in favor of the Standard Oil Company. The complainants have never been refused the same distributing rates which that company enjoys. If that company makes shipment from Cleveland or Pittsburg by rail it must pay exactly the rates which are imposed upon these complainants. While the action of the defendant gives to the Standard Oil Company an advantage of very great value, that advantage grows out of the fact either that its distributing rates are too low or that the rate which these complainants are compelled to pay is too high. No finding has been made as to the distributing rates, but it has been found that the rates charged the complainants are unreasonable. An order to cease and desist from discrimination in favor of the Standard Oil Company could only mean, upon the findings of fact in this case, that the defendants should accord to the complainants through rates.

We have found that reasonable rates would be in this case accorded to the complainants if the New Haven Company were to apply to this commodity the same through tariffs which it generally uses; that is, give it the Boston rate. The final question is, therefore, in every view of the case, Can we order the New Haven Company to cease and desist from its refusal to apply joint rates to this commodity?

If this Commission determines that a given rate is too high it may, according to its previous decisions and apparently according to the decisions of the courts, lawfully order a carrier to cease and desist from maintaining that rate. If such an order is sustained the carrier must put in effect some other rate and presumably some lower rate. Suppose now the Commission were to find the rate in controversy 5 cents higher than it ought to be and order the carriers to cease and desist from charging any rate in excess of a rate 5 cents below the one in effect. This would be exactly equivalent to an order in terms that the carrier should not for the future exceed a rate 5 cents below that in effect, and the courts have held that this order is beyond the authority of the Commission. If now we make an order requiring the New Haven Company to cease and desist from its refusal to maintain joint rates on petroleum and its products, that order can only be complied with by the making of a joint rate upon this commodity. It is exactly equivalent to an affirmative requirement that these defendants make joint rates. Has this Commission authority to make that order? We think not.

Every joint rate is a matter of agreement between the parties to it. This agreement must determine what rate shall be charged, what division of this rate each carrier shall receive, upon what conditions the exchange of this traffic and the adjustment of these divisions

shall be conducted. No just order can be made and enforced unless the authority making that order has the right, in case the railways do not themselves agree, to determine these various questions.

It is said with great force that in this case the New Haven Company already has in effect joint tariffs with its connections applicable to most commodities and that there must be in effect some basis of division, some agreement as to the method of exchanging the traffic. It is said that until 1896 the New Haven Company did actually apply through rates to this traffic and that there is nothing to indicate that the arrangements then in effect were not satisfactory, provided the joint rate was to be continued. Why may not the Commission direct that company to apply the same arrangement to petroleum and its products which formerly existed, and which now exists as to other commodities?

It might, perhaps, be said that the conditions surrounding the transportation of petroleum and other traffic are not the same, and that the ideas of the New Haven Company may have changed in the last ten years. We have found, for example, that 10 per cent of the products of petroleum are of a character which renders its transportation highly hazardous. Since 1896 various things have occurred to emphasize the danger of this business. The New Haven Company might, perhaps, insist that some higher rate be applied to or some special safeguards thrown around this volatile and explosive substance to which its connections would not agree.

The question is not, however, whether the authority could be conveniently exercised in this or any other case, but whether it exists. Neither the power itself nor the means to justly exercise that power are expressly provided for in the present statute, and such a power can not be implied any more than could be the authority to fix a future rate. It has been repeatedly determined by judicial decision that the act to regulate commerce does not require carriers to make joint rates and that the Commission has no power to compel such rates. (*Kentucky & I. Bridge Co.* v. *Louisville & N. R. Co.*, 2 L. R. A., 289, 2 Inters. Com. Rep., 351, 37 Fed., 567; *Oregon Short Line & U. N. R. Co.* v. *Northern P. R. Co.*, 4 Inters. Com. Rep., 249, 51 Fed., 465; *Little Rock & M. R. Co.* v. *St. Louis & S. W. R. Co.*, 26 L. R. A., 192, 4 Inters. Com. Rep., 854, 11 C. C. A., 417, 27 U. S. App., 380, 63 Fed., 775; *Central Stock Yards Co.* v. *Louisville & Nashville Railroad Co.*, 63 L. R. A., 213, 55 C. C. A., 63, 118 Fed., 113; *Central Stock Yards Co.* v. *Louisville & Nashville Railroad Co.*, 192 U. S., 568, 48 L. ed., 565, 24 Sup. Ct. Rep., 339.)

While Congress might invest the Commission with authority to correct this wrong it has not done so and the complaint must be dismissed.

11 I. C. C. Rep.

PETITIONER'S EXHIBIT 659.

Special H 320. Pro. 2911.

MEMPHIS & CHARLESTON RAILROAD CO.

CHAS. M. M'GHEE & HENRY FINK, RECEIVERS,

Traffic Department.

Divisions applicable to rates on

Refined Oil & Petroleum Products, in tank cars & in barrels, C. L. as per Mississippi Valley Route Tariff 184, effective June 1895

From

Cincinnati, O. Louisville, Ky. & Evansville, Ind.

to

Points named below.

To—	To Mem.	M. & C.	Beyond.	Total.
Alabama City, Ala	14-0	11-0	8-0	
Atlanta, Ga	13-0	10-4	9-6	
Augusta, Ga	10-0	7-2	13-8	
Anniston, Ala	13-0	10-1	9-9	
Athens, Ga	10-0	7-2	13-8	
Americus, Ga	13-0	11-0	26-0	
Albany, Ga	13-0	11-0	26-0	
Attalla, Ala	14-5	12-3	6-2	
Blakely, Ga	13-0	12-6	43-4	
Chattanooga, Tenn	15-5	13-0	.....	
Corinth, Miss	17-0	15-0	.....	
Columbus, Ga	10-0	7-3	13-7	
Columbus, Miss	12-0	11-2	14-8	
Calera, Ala	19-0	17-1	13-9	
Cedartown, Ga	13-0	10-4	9-6	
Columbia, S. C	11-5	9-2	24-8	
Cartersville, Ga	15-5	13-0	17-0	
Demopolis, Ala	10-0	7-2	19-8	
Decatur, Ala	16-5	13-5	.....	
Dalton, Ga	13-0	10-4	9-6	
Elberton, Ga	9-0	6-0	18-0	
Eufaula, Ala	9-0	6-7	17-3	
Eutaw, Ala	13-0	9-0	30-0	
Florence, Ala	16-5	13-5	.....	
Forsyth, Ga	16-0	12-4	31-6	
Greenville, S. C	10-5	8-4	26-6	
Gadsden, Ala	14-0	11-0	8-0	
Griffin, Ga	13-0	10-4	23-6	
Huntsville, Ala	16-5	13-5	.....	
Harriman, Tenn	10-5	8-0	10-0	
Jackson, Ga	18-0	14-0	29-0	
Knoxville, Tenn	8-5	6-6	13-4	
Macon, Ga	11-0	8-7	13-3	
Milledgeville, Ga	10-0	8-2	16-8	
Madison, Ga	18-0	14-6	28-4	
Morrisons, Ga	16-0	13-8	27-2	
Meridian, Miss	12-0	9-4	13-6	
Opelika, Ala	10-0	7-3	13-7	
Rome, Ga	13-0	10-4	9-6	
Sheffield, Ala	16-5	15-5	.....	
Selma, Ala	10-0	8-1	14-9	
Spartanburg, S. C	10-5	8-4	26-6	
Social Circle, Ga	18-0	14-6	26-4	
Tuscumbia, Ala	16-5	13-5	.....	
Tuscaloosa, Ala	4-0	6-0	23-0	
Talladega, Ala	11-0	9-2	13-8	
Washington, Ga	8-0	7-0	18-0	
West Point, Ga	10-0	7-4	28-6	

NOTE.—The proportional rates from Memphis will apply upon oil through other Ohio River Crossings, when from points north of Ohio River. The same proportional rates as shown from Memphis will apply from Grand Junction and Corinth upon shipments from points named and from other points north of the Ohio River.

Revokes Special H 256.

EDWIN FITZGERALD, (10 CPM) *G. F. A.*

R. L. MCKELLAR, *A. G. F. A.*

PETITIONER'S EXHIBIT 660 A.

Nov. 3, 1902.

Special Order—Series 1902—No. D–76.

Mr. Wm. H. Greene,
Agent, Burlington, Vt.

Mr. W. G. Crabbe,
Auditor, St. Albans, Vt.

OIL, TANK CARS, ACCOUNT OF STANDARD OIL COMPANY, EXOLEAN, N. Y., VIA NORWOOD AND ROUSES POINT TO BURLINGTON.

Dear Sirs: Inasmuch as this traffic is to travel from Olean to Burlington via Rouses Point and our line, I have arranged the following rates for reforwarding tank cars: Burlington to Essex Junction, $10 per car; Enosburg Falls, $35 per car; Bethel, $45 per car.

It is to be understood that the Standard Oil people will notify us in advance and enable us, if it is possible, to stop the Enosburg Falls cars off at St. Albans, returning it from this point, the through bill going into Burlington, you to make out a bill of $35 from Burlington. On the cars for Essex Junction the S. O. Co., to notify us in advance to enable us to stop the car at Essex Jct., the through bill going into Burlington, you to make a bill from Burlington to Essex at $10. On the cars for Bethel, we to be notified and forward direct, through bill going to Burlington, you making bill from Burlington to Bethel at $45.

The above will be the flat billing rates.

Yours, truly,

General Freight Agent.

PETITIONER'S EXHIBIT 660 B.

Robert L. Burnap,
General Freight Agent.

Central Vermont Railway Company.

OFFICE OF GENERAL FREIGHT AGENT.

St. Albans, Vt., *Mar. 11, 1903.*

Supplement No. 1 to Special Order—Series 1902—No. D–76.

Mr. Wm. H. Greene,
Agent, Burlington, Vt.

Mr. W. G. Crabbe,
Auditor, St. Albans, Vt.

Dear Sirs: This will withdraw and cancel Special Order No. D–76. For rates to be used refer to Special Order No. D–93.

Yours truly,

General Freight Agent.

RMM/w
ccs

PETITIONER'S EXHIBIT 660 C.

FEB. 1ST, 1903.

Special Order—Series 1903—No. D-93.

Mr. WM. H. GREENE,
Agent, Burlington, Vt.

Mr. W. G. CRABBE,
Auditor, St. Albans, Vt.

HANDLING S. O. CO., SHIPMENTS FROM BURLINGTON IN TANK CARS.

DEAR SIRS: You will waybill on the following basis as from February 1st, 1903:

To—	
St. Albans, Vt.	$30 per car
Enosburgh Falls, Vt.	35 " "
Essex Junction, "	10 " "
Barre, "	36 " "
Montpelier, "	36 " "
Bethel, "	45 " "
White River Jct., "	35 " "

Yours, truly,

General Freight Agent.

RMM/w
ccs

PETITIONER'S EXHIBIT 660 D.

FEB. 1, 1903.

Supplement No. 1 to Special Order—Series 1903—No. D-93.

Mr. WM. H. GREENE,
Agent, Burlington, Vt.

Mr. W. G. CRABBE,
Auditor, St. Albans, Vt.

DEAR SIRS: The following arrangement will apply on S. O. Co. shipments from Burlington, Vt., and shipments will be waybilled by Burlington agent at the figures mentioned:

St. J. & L. C. stations.

To—	C. L. per 100 lbs.	L. C. L. per 100 lbs.
Highgate, Vt.	12	20
East Highgate, "	11	19
Sheldon, "	10½	18
Fairfield, "	10½	18
East Fairfield, "	10½	18
Fletcher, "	10½	18
Johnson, "	10½	18
Hyde Park, "	10½	18
Morrisville, "	10½	18
Wolcott, "	11	19
Hardwick, "	12	20
East Hardwick, "	13	21
Greensboro, "	13	21
Walden, "	14	23
West Danville, "	15	25
Danville, "	15	25
St. Johnsbury, "	16	27
East St. Johnsbury, "	18	32
West Concord, "	18	32
North Concord, "	18	32
East Concord, "	18	32
Lunenburgh, "	18	32

PETITIONER'S EXHIBIT 660 E.

Sup. 1 to S. O. D–93. W. H. G. W. G. C.

M. & W. R. stations.

To—	C. L. per bbl.	L. C. L. per bbl.
East Montpelier, Vt		55
Plainfield, "		55
Marshfield, "		55
Lanesboro, "		55
Groton Pond "		55
Groton, "		55
South Ryegate, "		55
Boltonville, "	25	30
Wells River, "		

Yours, truly,

.....

General Freight Agent.

GBF/w
CCS

PETITIONER'S EXHIBIT 660 F.

MARCH 12th, 1904.

Supplement No. 2 to Special Order—Series 1903—No. D–93.

Mr. W. H. LUCKETT,
Agent, Burlington, Vt.

Mr. W. G. CRABBE,
Auditor, St. Albans, Vt.

DEAR SIRS: Effective at once, this will withdraw and cancel Special Order—Series 1903—No. D–93 and all supplements. These rates will in future be covered by special rate advice.

Yours, truly,

.....

General Freight Agent.

JKS/H

PETITIONER'S EXHIBIT 660 G.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

ST. ALBANS, VT., *March 12, 1904.*

No. 04/76.
(Agent must enter this number on waybill.)

SPECIAL RATE ADVICE.

The following special rate is authorized on Petroleum Oil in C. L. and L. C. L. Account of Standard Oil Company:

From—	To—	Rate. C. L. per 100 lbs.	Rate. L. C. L. per 100 lbs.
Burlington	Highgate, Vt	12	20
	East Highgate, "	11	19
	Sheldon, "	10½	18
	Fairfield, "	10½	18
	East Fairfield, "	10½	18
	Fletcher, "	10½	18
	Johnson, "	10½	18
	Hyde Park, "	10½	18
	Morrisville, "	10½	18
	Wolcott, "	11	19
	Hardwick, "	12	20
	East Hardwick, "	13	21
	Greensboro, "	13	21
	Walden, "	14	23
	West Danville, "	15	25
	Danville, "	15	25
	St. Johnsbury, "	16	27
	East St. Johnsbury, "	18	32
	West Concord, "	18	32
	North Concord, "	18	32
	East Concord, "	18	32
	Lunenburg, "	18	32

Via Cambridge Jct.
This rate will expire December 31st, 1904, unless otherwise advised.

~~ROBERT L. BURNAP,~~
J. E. DALRYMPLE,
General Freight Agent.

To W. G. C.—W. H. L.—M. T. D. S.
Athy. S-173.

PETITIONER'S EXHIBIT 660 H.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

ST. ALBANS, VT., *March 12th, 1904.*

No. 04/77.

(Agent must enter this number on way bill.)

SPECIAL RATE ADVICE.

The following special rate is authorized on Petroleum Oil in C. L. and L. C. L. Account of Standard Oil Company:

From—	To—	Rate. C. L. per bbl.	Rate. L. C. L. per bbl.
Burlington	East Montpelier, Vt		55
	Plainfield, "		55
	Marshfield, "		55
	Lanesboro, "		55
	Groton Pond, "		55
	Groton, "		55
	South Ryegate, "		55
	Boltonville, "		55
	Wells River, "	25	30

Via Montpelier.
This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
~~ROBERT L. BURNAP,~~
General Freight Agent.

S.

To W. G. C.—W. H. L.
Athy. S–174.

PETITIONER'S EXHIBIT 660 I.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

ST. ALBANS, VT., *April 2nd, 1904.*

No. 04/79 Cancelling 04/75.

(Agent must enter this number on way bills.)

SPECIAL RATE ADVICE.

The following special rate is authorized on Petroleum Oil in Tank Cars.
Account of Standard Oil Company:

From—	To—	Rate.
Burlington	St. Albans, Vt	$30.00 per car.
	Enosburg Falls, "	35.00 " "
	Essex Junction, "	10.00 " "
	Richmond, "	30.00 " "
	Barre, "	36.00 " "
	Montpelier, "	36.00 " "
	Bethel, "	45.00 " "
	White River Jct., "	35.00 " "

Via.....
This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
~~ROBERT L. BURNAP,~~
General Freight Agent.

To W. G. C.—W. H. L. S.
Athy. S–172.

PETITIONER'S EXHIBIT 660 J.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

ST. ALBANS, VT., *Sept. 25th, 1905.*

No. 05/31 Cancelling 04/79.

(Agent must enter this number on way bill.)

SPECIAL RATE ADVICE.

The following special rate is authorized on Petroleum Oil in Tank Cars.
Account of Standard Oil Company:

From—	To—	Rate.
Burlington	Alburgh, Vt	$36.00 per car.
	Barre, "	36.00 " "
	Bethel, "	45.00 " "
	Essex Jct., "	10.00 " "
	Enosburg Falls, "	35.00 " "
	Montpelier, "	36.00 " "
	Richmond, "	30.00 " "
	St. Albans, "	30.00 " "
	White River Jct., "	35.00 " "

Via.....
This rate will expire December 31st, 1905, unless otherwise advised.

ROBERT L. BURNAP,
General Freight Agent.

To W. G. C.—W. H. L. S.
Athy. S–172.

PETITIONER'S EXHIBIT 660 K.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

ST. ALBANS, VT., *Nov. 22, 1904.*

No. 04/108.

(Agent must enter this number on way bill.)

SPECIAL RATE ADVICE.

The following special rate is authorized on
Petroleum Oil, Less Carloads.
Account of Standard Oil Co.:

From—	To—	Rate.
Burlington, Vt.....	Alburgh Springs, Vt.....	27 cents per 100 lbs.

Via Swanton and C. A. Ry.
This rate will expire December 31, 1904, unless otherwise advised.

J. E. DALRYMPLE,
~~ROBERT L. BURNAP,~~
General Freight Agent.

To W. G. C., W. H. L., H. A. F., E. R. B. S.
Athy. S–220.

DARK PAGE BLEED THRU

F. A. 428.

Claims for overcharge, loss, or damage must invariably be accompanied by original bills of lading and expense bills.

RECEIPT FOR PREPAID FREIGHT FORWARDED.

Checks to be drawn to the order of Central Vermont Railway Co.

Expense bill No. .....

BURLINGTON, VT., Station, Dec. 22, 1904.

M Standard Oil Co.

To THE CENTRAL VERMONT RAILWAY CO. Dr.

For transportation from Burlington, Vt., to St. Albans, Vt.

Car initial: U. T. L. No. 9347. Waybill No. 827. Date, Dec. 22, 1904.

Marks.	Articles.	Weight.	Rate.	Charges.
Stand. Oil Co.	Ref. oil ..... [Duplicate.]	77,837	04/79	30.00
	Received payment for the Company, Dec. 31st, 1904. W. H. LUCKETT, *Agent.* O. B.	Total	.....	30.00

Stamped: "F. J. P. Report No. 153."

PETITIONER'S EXHIBIT 662 A.

26 BROADWAY, NEW YORK, *March 17th, 1904.*

ROUTINGS OF SHIPMENTS FROM NEW LONDON, CONN.

Mr. J. E. DALRYMPLE,
G. F. A. Central of Vt. R'y, St. Albans, Vt.

DEAR SIR: We are figuring on having for a time shipments to Bethel and Montpelier, Vt., from New London, Conn. These shipments, of course, will be routed via the Central of Vermont. As you know, the combination rates via Burlington to these two points are lower than the through rate, and we wish to know if this combination rate will be applied if we consign the shipments through to destination. If not, it will be necessary for us to consign to the S. O. Co., Burlington, Vt., with instructions to reconsign. This will give you an unnecessary double haul.

Please advise promptly, as it is probable we will begin shipping within a few days.

Yours, truly,

(Signed) H. E. FELTON.
T.

PETITIONER'S EXHIBIT 662 B.

26 BROADWAY, NEW YORK, *March 18th, 1904.*

SHIPMENTS FROM NEW LONDON, CONN.

Mr. J. E. DALRYMPLE,
G. F. A., Central Vt. R'y, St. Albans, Vt.

DEAR SIR: Referring to my letter of the 17th, beg to advise that we also expect to make shipments for New London to Barre, Enosburg Falls, St. Albans, and Vergennes, Vt.

Please advise if we can use the combination rates via Burlington on these shipments, instead of shipping to Burlington and reconsigning them.

Yours, truly,

(Signed) H. E. FELTON.
T.

PETITIONER'S EXHIBIT 662 C.

MARCH 22nd, 1904.

Mr. H. E. FELTON,
26 Broadway, New York City, N. Y.

DEAR SIR: Replying to your favors of the 17th and 18th inst., I am willing to try the arrangement suggested in your first communication, viz, shipments to be billed at regular rate from New London to Burlington and destination changed by us at White River Junction on receipt of advice to that effect from your Burlington office. Will you please take the matter up with your Burlington office and have it understood so that we can wire our representative at White River Junction in time to make necessary change in billing?

I would like to hear from you as soon as arrangements have been completed, when I will instruct our agents as to the method to be pursued in the handling of this matter.

Yours, truly,

GBF/H. *General Freight Agent.*

PETITIONER'S EXHIBIT 662 D.

26 BROADWAY, NEW YORK, *March 23rd, 1904.*

ROUTING VIA NEW LONDON TO RICHMOND, VT.

Mr. J. E. DALRYMPLE,
G. F. A., Central Vt. R'y, St. Albans, Vt.

DEAR SIR: We are making occasional shipments of oil from New London to Richmond, Vt. As you know, the lowest rate would be on the combination via Burlington. Please advise if it would be all right for us to consign these shipments through Richmond, or will it be necessary to bill to Burlington and reconsign from there.

Yours, truly,

(Signed) H. E. FELTON.
T.

PETITIONER'S EXHIBIT 662 E.

MARCH 25th, 1904.

Mr. H. E. FELTON,
26 Broadway, New York City, N. Y.

DEAR SIR: In reply to your favor of the 23rd inst., concerning oil from New London to Richmond, Vt., on looking into this matter I find we have no rate from Burlington to Richmond. I am willing, however, to try the arrangement outlined in my letter to you March 22nd. In the case of Richmond we will apply the Bethel rate from Burlington.

Yours, truly,

GBF/H. *General Freight Agent.*

PETITIONER'S EXHIBIT 662 F.

26 BROADWAY, NEW YORK, *March 26th, 1904.*

SHIPMENTS FROM NEW LONDON.

Mr. J. E. DALRYMPLE,
G. F. A., Cen. Vt. R. R., St. Albans, Vt.

DEAR SIR: In reply to yours of the 22nd on above subject, we have given instructions that shipments from New London to the following points be consigned to the S. O. Company, Burlington, Vt.: Bethel, Montpelier, Barre, Enosburg Falls, St. Albans.

Our Burlington agent will be notified immediately by wire date of shipment, car number and final point of destination, he to advise your office, so that these cars can be diverted without the necessity of going through Burlington. Freight will be prepaid to Burlington, and you can bill on Burlington for the balance of the freight. We will advise you as soon as we hear from our people that arrangements have been completed to carry out these instructions.

Yours truly,

(Signed) H. E. FELTON.
T.

PETITIONER'S EXHIBIT 662 G.

MARCH 28th, 1904.

Mr. H. E. FELTON,
26 Broadway, New York, N. Y.

DEAR SIR: Replying to your favor of the 26th inst., concerning oil shipments from New London to various points in the State of Vermont, I wrote you March 25th concerning shipments for Richmond, Vt., and will await reply to that communication before taking any further action.

Yours truly,

GBF/H *General Freight Agent.*

PETITIONER'S EXHIBIT 662 H.

26 BROADWAY, NEW YORK, *March 28th, 1904.*

RATE, BURLINGTON TO RICHMOND, VT.

Mr. J. E. DALRYMPLE,
G. F. A., Cen. Vt. Ry. Co., St. Albans, Vt.

DEAR SIR: In reply to yours of the 25th on above subject, if you will kindly refer to your letter to us of July 1st, 1903, you will see that you therein advised us that you would issue instructions for the protection of a rate of $30.00 per car on oil, in tank cars, from Burlington to Richmond, Vt. Will you not kindly arrange so that this will be done on any shipments since that date?

Yours truly,

(Signed) H. E. FELTON.
T.

PETITIONER'S EXHIBIT 662 I.

26 BROADWAY, NEW YORK, *March 31st, 1904.*

Mr. J. E. DALRYMPLE,
G. F. A., Cen. Vt. R. R., St. Albans, Vt.

DEAR SIR: Referring to our letter to you of the 28th on above subject, we are advised that arrangements have been made to handle shipments from New London to points on your rails on the Burlington basis. Will you kindly give instructions so that the shipments be delivered to their proper destination without delay?

Yours truly,

(Signed) H. E. FELTON.
T.

PETITIONER'S EXHIBIT 663 A.

APRIL 6, 1904.

Special order No. D–222.

Mr. W. B. LUCKETT,
Agent, Burlington, Vt.

Mr. W. F. KENNEDY,
Agent, White River Jct., Vt.

DEAR SIRS: I have agreed with the Standard Oil Co. to forward oil in carloads from New London to Burlington at our special tariff rate of 12 cents per 100 lbs., and when they so desire we will divert cars to stations named in special rate advice No. 04/79. Burlington agent will be advised by the Standard Oil Co. of the new destination, and in turn wire this office, when instructions will be given White River Junction agent to send the car to corrected destination on memo. billing, and forward the original billing to the agent at Burlington under cover, who will make new billing as from Burlington prepaid to corrected destination at the rates of special rate advice No. 04/79, sending same under cover to destination agent.

Yours truly,

General Freight Agent.

GBF/S.
Copy to W. G. Crabbe.

PETITIONER'S EXHIBIT 663 B.

NOV. 24, 1905.

Special order No. D–307, cancelling No. D–222.

Mr. W. H. LUCKETT,
Agent, Burlington, Vt.

Mr. O. J. ROWE,
Agent, White River Jct., Vt.

DEAR SIRS: I have agreed to forward oil in carloads from New London to Burlington at our special tariff rate of 12 cents per 100 lbs., and when shippers desire we will divert cars to stations named in special rate advice No. 05/36. Burlington agent will be advised by shippers of the new destination, and in turn wire this office, when instructions will be given White River Junction agent to send the car to corrected destination on memo. billing, and forward the original billing to the agent at Burlington under cover, who will make new billing as from Burlington prepaid to corrected destination at the rates of special rate advice No. 05/36, sending same under cover to destination agent.

Yours truly,

General Freight Agent.

GBF/N.
Copy to W. G. Crabbe.

PETITIONER'S EXHIBIT 664.

CLASS RATES IN CENTS PER 100 POUNDS between BURLINGTON, VT.

MAY 11, 1896.

Miles.	And—	1	2	3	4	5	6	Miles.	And—	1	2	3	4	5	6
.....	St. Lambert, Que.	....	....	....	....	....	....	.....	Oakland, Vt.	36	....	....	....	....	....
.....	Chambly Basin, "	....	....	....	....	....	....	.....	Georgia, "	32	....	....	....	....	....
.....	Chambly Canton, "	....	....	....	....	....	....	.....	Milton, "	28	....	....	....	....	....
.....	Richelieu, "	....	....	....	....	....	....	.....	Colchester, "	24	....	....	....	....	....
.....	Marieville, "	....	....	....	....	....	....	.....	Cambridge Jct., "	35	....	....	....	....	....
.....	*Rougemont, "	....	....	....	....	....	....	.....	Jeffersonville, "	35	....	....	....	....	....
.....	St. Cesaire, "	....	....	....	....	....	....	.....	Cambridge, "	35	....	....	....	....	....
.....	St. Angele, "	....	....	....	....	....	....	.....	*Cloverdale, "	....	....	....	....	....	....
.....	*St. Brigide Road, "	....	....	....	....	....	....	.....	*North Underhill, "	....	....	....	....	....	....
.....	Waterloc, "	....	....	....	....	....	....	.....	Underhill, "	40	....	....	....	....	....
.....	*West Shefford, "	....	....	....	....	....	....	.....	Jericho, "	40	....	....	....	....	....
.....	Granby, "	....	....	....	....	....	....	.....	Essex Center, "	40	....	....	....	....	....
.....	*Angeline, "	....	....	....	....	....	....	.....	Essex Junction, "	20	....	....	....	....	....
.....	Frelighsburg, "	....	....	....	....	....	....	.....	†Fort Ethan Allen, "	....	....	....	....	....	....
.....	Stanbridge East, "	....	....	....	....	....	....	.....	Winooski, "	16	....	....	....	....	....
.....	*Riceburg, "	....	....	....	....	....	....	.....	Burlington, "	....	....	....	....	....	....
.....	*Stone, "	....	....	....	....	....	....	.....	Williston, "	24	....	....	....	....	....
.....	*Durocher, "	....	....	....	....	....	....	.....	Richmond, "	28	....	....	....	....	....
.....	Farnham, "	....	....	....	....	....	....	.....	Jonesville, "	32	....	....	....	....	....
.....	St. Brigide, "	....	....	....	....	....	....	.....	Bolton, "	32	....	....	....	....	....
.....	*Versailles, "	....	....	....	....	....	....	.....	North Duxbury, "	36	....	....	....	....	....
.....	St. Johns, "	....	....	....	....	....	....	.....	Waterbury, "	36	....	....	....	....	....
.....	Iberville, "	....	....	....	....	....	....	.....	Middlesex, "	36	....	....	....	....	....
.....	St. Alexander, "	....	....	....	....	....	....	.....	Williamstown, "	48	....	....	....	....	....
.....	Des Rivieres, "	....	....	....	....	....	....	.....	South Barre, "	44	....	....	....	....	....
.....	Stanbridge, "	Per bbl.						.....	Barre, "	40	....	....	....	....	....
.....	St. Armand, "	....	....	....	....	....	....	.....	Montpelier, "	40	....	....	....	....	....
.....	Highgate Springs, Vt	40	....	....	....	....	....	.....	*West Berlin, "	....	....	....	....	....	....
.....	East Swanton, "	....	....	....	....	....	....	.....	*Northfield Falls, "	....	....	....	....	....	....
.....	Rouses Point, N. Y.	....	....	....	....	....	....	.....	Northfield, "	44	....	....	....	....	....
.....	Alburgh, Vt.	44	....	....	....	....	....	.....	Roxbury, "	48	....	....	....	....	....
.....	East Alburgh, "	40	....	....	....	....	....	.....	*East Granville, "	48	....	....	....	....	....
.....	West Swanton, "	....	....	....	....	....	....	.....	Braintree, "	48	....	....	....	....	....
.....	Swanton, "	40	....	....	....	....	....	.....	Randolph, "	52	....	....	....	....	....
.....	St. Albans, "	36	....	....	....	....	....	.....	Bethel, "	52	....	....	....	....	....
.....	Richford, "	48	....	....	....	....	....	.....	Royalton, "	56	....	....	....	....	....
.....	East Berkshire, "	44	....	....	....	....	....	.....	South Royalton, "	56	....	....	....	....	....
.....	North Enosburgh, "	44	....	....	....	....	....	.....	Sharon, "	60	....	....	....	....	....
.....	Enosburgh Falls, "	40	....	....	....	....	....	.....	West Hartford, "	60	....	....	....	....	....
.....	South Franklin, "	40	....	....	....	....	....	.....	Hartford, "	64	....	....	....	....	....
.....	North Sheldon, "	40	....	....	....	....	....	.....	White River Jct., "	32	....	....	....	....	....
.....	Sheldon Junction, "	40	....	....	....	....	....	.....	North Hartland, "	64	....	....	....	....	....
.....	Sheldon Springs, "	....	....	....	....	....	....	.....	Hartland, "	68	....	....	....	....	....
.....	*Greens Corners, "	....	....	....	....	....	....	.....	Windsor, "	34	....	....	....	....	....

*No agent; freight must be prepaid.

†Additional charge for switching.

PETITIONER'S EXHIBIT 665.

Class Rates in Cents per 100 Pounds

between

Burlington, Vt.

Miles.	And—	1	2	3	4	5	6	Miles.
		Present special rates.	*Regular 2nd class.*	*Net 3rd*	*4th*			*Tank cars.*
.....	St. Lambert, Que.	...	...	...	...	...	...	.....
.....	Chambly Basin, "	...	...	...	...	...	...	.....
.....	Chambly Canton, "	...	...	...	...	...	...	.....
.....	Richelieu, "	...	...	...	...	...	...	.....
.....	Marieville, "	...	...	...	...	...	...	.....
.....	*Rouremont, "	...	...	...	...	...	...	.....
.....	St. Cesaire, "	...	...	...	...	...	...	.....
.....	St. Angele, "	...	...	...	...	...	...	.....
.....	*St. Brigide Road, "	...	...	...	...	...	...	.....
.....	Waterloo, "	...	...	...	...	...	...	.....
.....	*West Shefford, "	...	...	...	...	...	...	.....
.....	Granby, "	...	...	...	...	...	...	.....
.....	*Angeline, "	...	...	...	...	...	...	.....
.....	Frelighsburg, "	...	...	...	...	...	...	.....
.....	Stanbridge East, "	...	...	...	...	...	...	.....
.....	*Riceburg, "	...	...	...	...	...	...	.....
.....	*Stone, "	...	...	...	...	...	...	.....
.....	*Durocher, "	...	...	...	...	...	...	.....
.....	Farnham, "	...	...	...	...	...	...	.....
.....	St. Brigide, "	...	...	...	...	...	...	.....
.....	*Versailles, "	...	...	...	...	...	...	.....
.....	St. Johns, "	...	...	...	...	...	...	.....
.....	Iberville, "	...	...	...	...	...	...	.....
.....	St. Alexander, "	...	...	...	...	...	...	.....
.....	Des Rivieres, "	...	...	...	...	...	...	.....
.....	Stanbridge, "	...	...	...	...	...	...	.....
.....	St. Armand, "	...	...	...	...	...	...	.....
.....	Highgate Springs, Vt.	12	...	...	...	...	...	.....
.....	East Swanton, "	10	...	...	...	...	...	.....
.....	Rouses Point, N. Y.	...	...	...	...	...	...	.....
.....	Alburgh, Vt.	10	22	17	13	11	...	.....
.....	East Alburgh, "	10	20	16	12	10	...	.....
.....	West Swanton, "	10	21	16	...	10	...	.....
.....	Swanton, "	10	20	16	...	10	...	30.00
.....	St. Albans, "	9	18	15	11	9	...	.....
.....	Richford, "	12	23	19	...	12	...	.....
.....	East Berkshire, "	11	22	17	...	11	...	.....
.....	North Enosburgh, "	11	22	17	...	11	...	35.00
.....	Enosburgh Falls, "	10	21	16	...	10	...	.....
.....	South Franklin, "	10	21	16	...	10	...	.....
.....	North Sheldon. "	10	20	16	...	10	...	.....
.....	Sheldon Jct., "	10	20	16	...	10	...	.....
.....	Sheldon Sprgs., "	10	20	16	...	10	...	.....
.....	*Green's Corners, "	...	...	...	...	...	...	.....

And—	1	2	3	4	5	6
Oakland, Vt.	9	16	14	...	9	.....
Georgia, "	8	14	12	...	8	.....
Milton, "	7	12	10	...	7	.....
Colchester, "	6	11	9	...	6	.....
Cambridge Jct., "	9	18	15	...	9	.....
Jeffersonville, "	9	18	15	...	9	.....
Cambridge, "	9	16	14	...	9	.....
*Cloverdale, "	...	...	...	...	...	.....
*North Underhill, "	...	...	...	...	...	.....
Underhill, "	10	12	10	...	7	.....
Jericho, "	10	11	9	...	6	.....
Essex Center, "	10	11	9	...	6	.....
Essex Junction, "	5	9	8	...	5	10.00
†Fort Ethan Allen, "	...	...	...	...	...	.....
Winooski, "	4	7	6	...	4	.....
Burlington, "	...	...	...	...	...	.....
Williston, "	6	11	9	...	6	.....
Richmond, "	7	12	10	...	7	.....
Jonesville, "	8	14	12	...	8	.....
Bolton, "	8	14	12	...	8	.....
North Duxbury, "	9	16	14	...	9	.....
Waterbury, "	9	16	14	...	9	.....
Middlesex, "	9	18	15	...	9	.....
Williamstown, "	12	23	19	...	12	.....
South Barre, "	11	22	17	...	11	.....
Barre, "	10	21	16	...	10	36.00
Montepelier, "	10	21	16	...	10	36.00
*West Berlin, "	...	...	...	...	...	.....
*Northfield Falls, "	...	...	...	...	...	.....
Northfield, "	11	23	17	...	11	.....
Roxbury, "	12	23	19	...	12	.....
*East Granville, "	12	25	20	...	12	.....
Braintree, "	12	27	21	...	12	.....
Randolph, "	13	28	22	...	13	.....
Bethel, "	13	29	23	...	13	45.00
Royalton, "	14	30	24	...	14	.....
South Royalton, "	14	32	25	...	14	.....
Sharon, "	15	34	26	...	15	.....
W. Hartford, "	15	35	27	...	15	.....
Hartford, "	16	38	28	...	16	.....
White River Jct., "	8	36	28	...	16	35.00
N Hartland, "	16	38	28	...	16	.....
Hartland, "	17	37	29	...	17	.....
Windsor, "	8½	37	29	...	17	.....

*No agent; freight must be prepaid.

†Additional charge for switching.

PETITIONER'S EXHIBIT 666.

CLASS RATES IN CENTS PER 100 POUNDS

between

BURLINGTON, VT.

S. O. D. #93
Jan'y 1, 1903.

Miles.	And—	1	2	3	4	5	6
.....	St. Lambert, Que.	...	...	...	...	...	...
.....	Chambly Basin, "	...	...	...	...	...	...
.....	Chambly Canton, "	...	...	...	...	...	...
.....	Richelieu, "	...	...	...	...	...	...
.....	Marieville, "	...	...	...	...	...	...
.....	Rougemont, "	...	...	...	...	...	...
.....	St. Cesaire, "	...	...	...	...	...	...
.....	St. Angele, "	...	...	...	...	...	...
.....	*St. Brigide Road, "	...	...	...	...	...	...
.....	Waterloo, "	...	...	...	...	...	...
.....	*West Shefford, "	...	...	...	...	...	...
.....	Granby "	...	...	...	...	...	...
.....	*Angeline, "	...	...	...	...	...	...
.....	Frelighsburg, "	...	...	...	...	...	...
.....	Stanbridge East, "	...	...	...	...	...	...
.....	*Riceburg "	...	...	...	...	...	...
.....	*Stone, "	...	...	...	...	...	...
.....	*Durocher "	...	...	...	...	...	...
.....	Farnham, "	...	...	...	...	...	...
.....	St. Brigide, "	...	...	...	...	...	...
.....	*Versailles, "	...	...	...	...	...	...
.....	St. Johns, "	...	...	...	...	...	...
.....	Iberville "	...	...	...	...	...	...
.....	St. Alexander, "	...	...	...	...	...	...
.....	Des Rivieres, "	...	...	...	...	...	...
.....	Stanbridge, "	...	...	...	...	...	...
.....	St. Armand, "	...	...	...	...	...	...
.....	Highgate Springs, "	12	...	...	...	...	...
.....	East Swanton, "	10	...	...	...	...	...
.....	Rouses Point, N. Y.	...	...	...	...	...	...
.....	Alburgh, Vt.	10	...	...	36.00	...	...
.....	East Alburgh, "	10	...	...	...	...	...
.....	West Swanton, "	16	...	...	...	...	...
.....	Swanton, "	16	...	...	...	...	...
.....	St. Albans, "	15	...	...	30.00	...	...
.....	Richford, "	12	...	...	...	...	...
.....	East Berkshire, "	17	...	...	...	...	...
.....	North Enosburgh, "	17	...	...	...	...	...
.....	Enosburgh Falls, "	16	...	...	...	...	...
.....	South Franklin, "	16	...	...	...	...	...
.....	North Sheldon, "	16	...	...	...	...	...
.....	Sheldon Junction, "	16	...	...	...	...	...
.....	Sheldon Springs, "	16	...	...	...	...	...
.....	*Green's Corners, "	...	...	...	...	...	...

Miles.	And—	1	2	3	4	5	6
.....	Oakland, Vt.	14	...	...	...	...	...
.....	Georgia, "	12	...	...	...	...	...
.....	Milton, "	10	...	...	...	...	...
.....	Colchester, "	9	...	...	...	...	...
.....	Cambridge Jct., "	9	...	...	...	...	...
.....	Jeffersonville, "	9	...	...	...	...	...
.....	Cambridge, "	9	...	...	...	...	...
.....	*Cloverdale "	10	...	...	...	...	...
.....	*North Underhill, "	10	...	...	...	...	...
.....	Underhill, "	10	...	...	...	...	...
.....	Jericho, "	10	...	...	...	...	...
.....	Essex Center, "	10	...	...	...	...	...
.....	Essex Junction, "	8	...	...	10.00	...	...
.....	†Fort Ethan Allen, "	...	...	...	...	...	...
.....	Winooski, "	6	...	...	...	...	...
.....	Burlington, "	...	...	...	...	...	...
.....	Williston, "	9	...	...	...	...	...
.....	Richmond, "	10	...	...	30.00	...	...
.....	Jonesville, "	12	...	...	...	...	...
.....	Bolton, "	12	...	...	...	...	...
.....	North Duxbury, "	14	...	...	...	...	...
.....	Waterbury, "	12	...	...	...	...	...
.....	Middlesex, "	15	...	...	...	...	...
.....	Williamstown, "	19	...	...	...	...	...
.....	South Barre, "	11	...	...	...	...	...
.....	Barre, "	10	...	...	36.00	...	...
.....	Montpelier, "	10	...	...	36.00	...	...
.....	*West Berlin, "	...	...	...	...	...	...
.....	*Northfield Falls, "	...	...	...	...	...	...
.....	Northfield, "	17	...	...	...	...	...
.....	Roxbury, "	17	...	...	...	...	...
.....	*East Granville, "	18	...	...	...	...	...
.....	Braintree, "	18	...	...	...	...	...
.....	Randolph, "	18	...	...	...	...	...
.....	Bethel, "	18	...	...	45.00	...	...
.....	Royalton, "	18	...	...	...	...	...
.....	South Royalton, "	18	...	...	...	...	...
.....	Sharon, "	18	...	...	...	...	...
.....	West Hartford, "	18	...	...	...	...	...
.....	Hartford, "	18	...	...	...	...	...
.....	White River Jct., "	8	...	...	35.00	...	...
.....	North Hartland, "	18	...	...	...	...	...
.....	Hartland, "	18	...	...	...	...	...
.....	Windsor, "	8½	...	...	...	...	...

On traffic from connections to these points C. V. will charge their full prop'n of 2nd or 3rd class rate from junction points.

* No agent; freight must be prepaid. † Additional charge for switching.

Effec. 2/1/03 {Min. 35¢. Returning empties from all stations as above 8¢ each on MT oil bbls., wood or steel, to Burlington. 15¢ " " iron oil drums, min. chg. 25¢.

F. A. 411.

PETITIONER'S EXHIBIT 667.

Claim No. C. 2441.

CENTRAL VERMONT RAILWAY COMPANY.

This Statement must not be detached from Voucher.

Burlington Sta.

Standard Oil Co. Month of Dec., 1904.

Billed from Burlington ..... to various .....

Way bill. Date.	No.	Cars. Whose.	No.	Articles.	Weight.	Rate.	Charges.	Division of charges.				
Windsor				40 bbls.	16,000	6½	13.60		59.20			
Hartland				2 "	800	18	1.44		2.96			
W. River Junct				15 "	6,000	8	4.80		21.60			
"				1 tank	51,898	35.00	35.00		35.00			
Hartford				2 bbls.	800	18	1.44		2.88			
Sharon				5 "	2,000	18	3.60		6.80			
So. Royalton				17 "	6,800	18	12.24		21.76			
Royalton				2 "	800	18	1.44		2.40			
Bethel				10 "	4,000	18	7.20		11.60			
"				1 tank	77,869	45.00	45.00		45.00			
Randolph				8 bbls.	3,200	18	5.76		8.96			
Roxbury				2 "	800	17	1.36		1.84			
Northfield				1 "	400	17	.68		.84			
Williamstown				10 "	4,000	19	7.60		9.20			
Barre				10 "	4,000	10	4.00		8.00			
"				1 tank	77,643	36.00	36.00		36.00			
Montpelier				21 bbls.	8,400	10	8.40		16.80			
"				2 tanks	130,214	36.00	72.00		72.00			
Middlesex				9 bbls.	3,600	15	5.40		6.84			
Waterbury				19 "	7,600	12	9.12		13.68			
Bolton				3 "	1,200	12	1.44		1.68			
Williamston				1 "	400	9	.36		.44			
Plainfield				8 "	3,200	55	4.40		4.40			
Groton				1 "	400	55	.55		.55			
Marshfield				7 "	2,800	56	3.85		3.85			
Richford				24 "	9,600	12	11.52		24.00			
E. Berkshire				2 "	800	17	1.36		1.84			
Enos Falls				12 "	4,800	16	7.69		10.56			
N. Enosburg				2 "	800	17	1.36		1.76			
N. Sheldon				1 "	400	16	.64		.84			
St. Albans				7 "	2,800	15	4.20		5.04			
"				1 tank	77,837	30.00	30.00		30.00			
Swanton				6 bbls.	2,400	16	3.84		4.80			
							347.28					

U. S. A. VS. STANDARD OIL CO. OF NEW JERSEY ET AL. 1737

PETITIONER'S EXHIBIT 667—Continued.

F. A. 411.

Claim No. C. 2441.

CENTRAL VERMONT RAILWAY COMPANY.

This Statement must not be detached from Voucher.

Billed from ..... to .....

Way bill.		Cars.		Articles.	Weight.	Rate.	Charges.	Division of charges.				
Date.	No.	Whose.	No.								U/C	
							347.28					
Alburgh				20 bbls.	8,000	10	8.00		17.60			
E. Alburgh				15 "	6,000	10	6.00		12.00			
Alburgh Sprgs				3 "	1,200	27	2.04		3.24		1.20	
Milton				9 "	3,600	10	3.60		4.32			
Sheldon				3 "	1,200	18	2.16		2.16			
E. Highgate				1 "	400	19	.76		.76			
Fletcher				4 "	1,600	18	2.88		2.88			
Hardwick				8 " / 1 drum	4,000	20	8.00		8.00			
Hyde Park				5 bbls.	2,000	18	3.60		3.60			
Greensboro				5 "	2,000	21	4.20		4.20			
Morrisville				57 "	14,800	18	26.64		26.64			
"				1 tank	77,664	10½	81.55		81.55			
Johnson				2 bbls.	800	18	1.44		1.44			
Walden				2 "	800	23	1.84		1.84			
Highgate				5 "	2,000	20	4.00		4.00			
E. Fairfield				1 "	400	18	.72		.72			
E. Hardwick				2 "	800	21	1.68		1.68			
Essex Ctr				3 "	1,200	10	1.20		1.32			
Cambridge				12 "	4,800	9	4.32		7.68			
Essex Jct				2 "	800	8	.64		.72			

Underhill				6 "	2,400	10	2.40		2.88				
Cambridge Jct				2 "	800	9	.72		1.44				
Jericho				4 "	1,600	10	1.60		1.92				
Cloverdale				1 "	400	10	.40		.56				
Jeffersonville				6 "	2,400	9	2.16		4.32				
							172.55		671.59				
							519.83						
							1.20						
Due from S. O. Co							521.03		B/C 1738				

AGENT'S RELIEF ACCOUNT.

Charged	671.59	
Should be	521.03	
	150.56	O/C

PETITIONER'S EXHIBIT 668.

(Form 1825—Regular)

SANTA FE.

THE ATCHISON, TOPEKA & SANTA FE RY. COAST LINES.

From Redondo.	To Los Angeles.	Date Oct. 12, 1904.	Initials U. T. L

Route.

Via junction ..... with ..... Ry.	Via junction ..... with ..... Ry.	Wei
Via junction ..... with ..... Ry.	Via junction ..... with ..... Ry.	

Weigh this car at	Length of car (feet and inches)	Marked capacity of car	Gross weight of car and contents (pounds).	Gross .. Tare .. Net ....
.....	.....	*146.43 8.00 ton.*	*6,150 gal.*	

Stop this car At ..... For .....

For additional charges see Station ..... W. B. ..... Date .....

*When ... must be sh... of the road.

Shipper, connecting line reference, original car and waybill number, and point of shipment.	Marks, consignee, and destination.	No. of packages.	Articles and classification. Conditions (O. R., C. R., Rel., Gtd., etc.).	Weight.
S. O. Co.	Tempe Creamery & Condensed Milk Co., Tempe, Ariz.		Fuel oil. *O R L & F*	47, 662

Via Santa Fe to Phoenix—Delivery on S. P. at Tempe.

Coll. frt. Redondo to Los Angeles of S. O. Co. L. A.
" " Los Angeles to Tempe of S. O. Co. L. A.

1	2	3	4
Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of junction forwarding agent.	Stamp of jun... a...

(Stamp.) A T & S F Ry Co Coast Line

(Stamp.) Reported Oct 20 1904

Card waybill must be attached (not pasted) to the regular waybill before sending to audit office.

AGENTS.—In column headed "Authority," agents will note the number of special order or tariff, as the case may be. Agents are in no case to make a waybill to cover more than one car. A waybill must be made for each and every car. When billing carloads from a station having no track scales, agents must enter on the face of waybill the name of station at which car is to be weighed.

PETITIONER'S EXHIBIT 668.

(Form 1825—Regular)

DARK PAGE BLEED THRU

Waybill.
Series: Number: 219

Coast Lines. Car

To Los Angeles. Date Oct. 12, 1904. Initials U. T. L. Number 2776

Ry. Via junction ..... with ..... Ry.

Ry. Via junction ..... with ..... Ry.

Weighed at .....

Gross .....
Tare .....
Net .....

Transferred at .....
Into Car Initials ~~U T L~~ No. ~~2776~~
Transferred at .....
Into Car
Initials ..... No. .....
o/c. 102843

Marks, consignee, and destination.	Marked capacity of car	Gross weight of car and contents (pounds).
..	*146.43 8.00 ton.*	*6,150 gal.*

For additional charges see Station ..... W. B. ..... Date .....

* When a through rate is used and shipment is to be re-waybilled en route, the subdivisions must be shown in the rate column in road order, noting opposite each proportion the initial of the road to which it accrues.

Marks, consignee, and destination.	No. of packages.	Articles and classification. Conditions (O. R., C. R., Rel., Gtd., etc.).	Weight.	Rate and authority.*	Freight.	Advances.	Prepaid.	Freight bill No.
Creamery & Condensed Milk Co.,								
pe, Ariz.		Fuel oil.	47,662	10¢. brl	14.65			
		O R L & F						
to Phoenix—Delivery on S. P. at Tempe.							•	
dondo to Los Angeles of S. O. Co. L. A.				*O R*				
s Angeles to Tempe of S. O. Co. L. A.								

Stamp of junction forwarding agent.

3

Stamp of junction forwarding agent.

4

Stamp of junction forwarding agent.

Agent at ..... Destination. If will herein enter the date reported.

(Stamp.)
A T & S F Ry Co
Coast Line
Auditor's office

(Stamp.)
Reported
Oct 20 1904
Los Angeles

On back of petitioner's exhibit 668 is the following:

(Stamp.)

Received

Oct. 13, 1904,

Los Angeles.

Immediately upon receipt of waybill the receiving agent must enter date received, using his station dating stamp.

No. of train.	Station No.		Date.	Conductor.
	Taken from.	Left at.		

Conductors must enter in space provided number of train, station taken from and left at, date, and signature.

H. J. A. & Co. 3-7-04. 20M.

PETITIONER'S EXHIBIT 669.

(Copy.)

LOS ANGELES, *Sept. 18, 1904.*
S RQ-5

L. R. No. 188.

CRUDE PETROLEUM AND ITS PRODUCTS.

Mr. T. W. PATE, *Agt., Los Angeles.* Mr. F. T. SMITH, *Agt., Redondo.* Mr. W. G. TAYLOR, *Auditor, Bldg.*

GENTLEMEN: On crude petroleum and its products, in carloads, minimum carload weight according to rules of tariff, Redondo to Los Angeles, apply rate of 7½ cents per barrel of 42 gallons.

This rate is maximum to apply to intermediate points.

(Signed) EDWARD CHAMBERS.

PETITIONER'S EXHIBIT 670.

Claims Pacific Coast Oil Co., shipments Redondo to Los Angeles in 1904.

[Rate, 7½¢ per bbl.]

Claim Nos.	Date.	Amount.	Crude=C. Refined=R								
A-6	4/04	17.19	R	A-134	8/04	90.69	C	A-188	9/04	83.17	C
A-30	6/04	88.20	C	A-136	7/04	90.65	"	" 189	"	27.87	"
A-40	6/04	90.69	C	A-138	7/04	90.68	"	" 191	"	83.39	"
A-42	6/04	90.68	C	A-139	7 & 8/04	90.66	"	" 192	"	90.68	"
A-43	6/04	89.94	C	A-142	8/04	90.55	"	" 222	10/04	90.63	"
A-44	6/04	70.19	C	A-143	8/04	90.64	"	" 223	"	90.64	"
"-52	6/04	96.70	C	A-145	8/04	90.64	"	" 225	"	81.62	"
" 53	6/04	90.57	C	A-148	8/04	88.28	"	" 226	9/04	90.68	"
" 80	7/04	90.62	C	A-149	8/04	89.41	"	" 228	"	85.74	"
" 81	7/04	90.69	C	A-150	8/04	24.07	"	" 229	9 & 10	82.04	"
" 82	7/04	90.68	C	A-174	9/04	90.75	"	" 231	10/04	87.87	"
" 85	7/04	88.18	C	A-175	9/04	90.62	"	" 235	10/04	90.65	"
" 88	7/04	88.15	C	A-176	9/04	90.64	"	" 236	10/04	90.69	"
" 90	6 & 7/04	90.75	C	A-177	9/04	82.45	"	" 237	10/04	43.43	"
" 92	6/04	60.42	C	A-179	9/04	85.18				1,119.10	
" 95	7/04	54.38	C	A-180	9/04	90.70				1,724.45	
" 141	8/04	90.73	C	A-181	9/04	90.66				1,648.44	
" 131	7/04	90.70	"	A-184	9/04	85.92					
" 132	7 & 8/04	88.24	.....	A-185	8 & 9/04	90.61				4,491.99	
" 133	8/04	90.74	.....	A-186	8/04	90.65					
		1,648.44				1,724.45					

PETITIONER'S EXHIBIT 671.

Comparison of rates on petroleum and its products, carloads, from Pittsburg, Pa., Cleveland and Toledo, Ohio, and Whiting, Indiana, to points in Central Freight Association, showing the changes in rates between December 15, 1904, and January 2, 1907.

TCM8–ECG.

To—	Rates in cents per one hundred pounds.							
	From Whiting.		From Toledo.		From Cleveland.		From Pittsburg.	
	Rate.		Rate.		Rate.		Rate.	
	1904.	1907.	1904.	1907.	1904.	1907.	1904.	1907.
OHIO.								
Cincinnati	11	13½	10	11	10½	11½	14	13½
Cleveland	14½	13½	9	8	.....	.....	10	9
Columbus	14½	13½	8	8½	8	9	11	11
Dayton	11	13	8	8½	9	10½	12½	12½
Defiance	10	11	7½	6½	10	10	14½	13
Ironton	17½	16	12½	11½	13	11½	14	13½
Lima	10	11½	5½	7	9	9	12½	12½
Springfield	12	13	8	9	9	10	12½	12½
Toledo	10	11½	.....	.....	8	8	12½	11½
MICHIGAN.								
Alpena	16½	17½	18½	14½	21	20	25	22½
Ann Arbor	9	11½	6½	6½	12½	11½	16½	15
Battle Creek	8½	10½	10½	9½	13½	13	18½	15½
Cadillac	13	15½	14	13	18	16½	23½	19½
Detroit	10	11½	6½	6½	9	10	12½	13½
Grand Rapids	9	11	12	10	14½	13½	19½	16
Jackson	9	11	8	7	12½	11½	16½	15
Kalamazoo	8½	10	12	10	13½	13	18½	15½
Lansing	9	11½	10½	7½	13½	12½	17½	15½
Mackinaw	16½	18	18½	16	21	20	25	22½
Muskegon	9	11	12	11½	14½	13½	19½	16
Saginaw	10	11½	12	9	14½	13	18½	16
INDIANA.								
Attica	5½	9	12	11½	14½	13½	19½	16
Brazil	5½	10½	12	12½	14½	13½	19½	16
Evansville	8½	13½	15	16	17½	16	22½	15½
Fort Wayne	8	9½	7½	8	10	10½	14½	13½
Huntington	8	9½	9	9	12	11½	16	14½
Indianapolis	8	10½	10	11½	12	12½	15½	15½
Lafayette	8	9	11	11½	14½	13½	19½	16
Laporte	4½	7	12	10½	14½	13	19½	15½
Logansport	8	9	11	10½	13½	13	18½	15½
Mount Vernon	8½	13½	15	16	17½	16	22½	18½
Richmond	11	11½	10	11	12	11½	15½	13½
South Bend	5	8	12	10	13½	13	18½	15½
Terre Haute	5½	10½	12	12½	14½	13½	19½	16
Vincennes	8½	12	15	14½	15½	14½	19½	16
ILLINOIS.								
Altamont	10	9	17	16	19½	17½	24½	20
Bloomington	7	8	15	14½	17½	15½	22½	18½
Cairo	11	13½	19	17½	21½	19½	26	22
Champaign	7	8	15	14½	17½	15½	23½	18½
Chicago	.....	.....	12	11½	14½	13½	19½	16
Danville	5½	8	12	11½	14½	13½	19½	16
Decatur	7	9	15	14½	17½	15½	22½	18½
East St. Louis	6	10	17	16	19½	17½	24½	20
Mattoon	7	9	15	14½	17½	15½	22½	18½
Mount Vernon	10	12	19½	16	19½	17½	24½	20
Peoria	6	8	15	14½	17½	15½	22½	18½
Springfield	9	9	17	16	19½	17½	24½	20
KENTUCKY.								
Louisville	a 11	a 13½	14½	14½	15	14½	19	16

a Rate to north bank of river, applicable to Louisville when destined beyond; to Louisville proper rate was one-half cent higher.

The above rates shown to have been effective January 2, 1907, are compiled from the following tariffs:

Penna. Company Joint Freight Tariff, I. C. C. G. F. O. 184, taking effect January 1, 1907.

Pittsburg, Cincinnati, Chicago & St. Louis Ry. Joint Freight Tariff, I. C. C. G. F. O. 253, taking effect January 1, 1907.

Lake Shore & Michigan Southern Ry. Joint Freight Tariff, I. C. C. No. A-1924, effective January 1, 1907.

Lake Shore & Michigan Southern Ry. Joint Freight Tariff, I. C. C. No. A-1925, effective January 1, 1907.

Chicago & Eastern Illinois R. R. Freight Tariff, I. C. C. No. 2134, effective January 2, 1907.

Through Freight rates No. 49, I. C. C. No. 159, issued by C. E. Fulton, secretary, taking effect August 14, 1906. Supplement No. 7, taking effect January 1st, 1907.

Erie Railroad Joint Freight Tariff, I. C. C. No. A-3568, effective January 1, 1907.

The rate shown from Whiting to Defiance, Ohio, is based upon the 5th-class rate in accordance with B. & O. R. R. Tariff.

MAPS ARE TOO LARGE TO FILM

PETITIONER'S EXHIBIT 673.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

List of sixth-class rates, oil rates, and distances from East Providence Wharf, R. I., effective November, 1905.

[Cents per 100 lbs.]

To—	Distance.	6th class rate.[a]	Oil rate.[b]
	Miles.		
New Rochelle, N. Y	179	14	10
Norwalk, Conn	156	14	10
Danbury, Conn	161	14	10
Bridgeport, Conn	140	13	10
New Haven, Conn	122	11	10
Madison, Conn	105	11	10
Waterford, Conn	78	11	10
New London, Conn	75	11	6
Norwich, Conn	64	10	6
Webster, Mass	41	8	6
Niantic, R. I	52	10	6
Norwood, R. I	20	7	6
New Britain, Conn	109	11	10
Hartford, Conn	100	11	10
Windsor, Conn	106	11	10
Springfield, Mass	113	11	10
Holyoke, Mass	157	13	10
Shelburne Falls, Mass	186	15	10
Ansonia, Conn	135	13	10
Winsted, Conn	162	14	10
Pittsfield, Mass	242	15	10
Provincetown, Mass	117	14	6
Average		11.9	8.9

[a] Class rates from local freight tariff.
[b] Oil rates compiled from N. Y. N. H. & H. Tariffs Nos. 19542, effective November 2, 1905, and 19545, effective same date.

PETITIONER'S EXHIBIT 674.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

List of sixth-class rates, oil rates, and distances from Wilson Point, Conn., effective November, 1905.

[Cents per 100 lbs.]

To—	Distance.	6th class rate.[a]	Oil rate.[b]
	Miles.		
New Rochelle, N. Y	27	5	5
Norwalk, Conn	4	4	7
Danbury, Conn	26	6	7
Bridgeport, Conn	16	5	5
New Haven, Conn	33	6	5
Madison, Conn	53	8	7
Waterford, Conn	81	10	7
New London, Conn	84	10	7
Norwich, Conn	99	13	10
Webster, Mass	123	13	10
Niantic, R. I	108	11	10
Norwood, R. I	141	13	10
New Britain, Conn	61	9	7
Hartford, Conn	69	9	7
Windsor, Conn	75	9	7
Springfield, Mass	95	10	7
Holyoke, Mass	104	11	7
Shelburne Falls, Mass	133	12	7
Ansonia, Conn	32	8	7
Winsted, Conn	78	9	7
Pittsfield, Mass	116	10	7
Provincetown, Mass	265	15	10
Average		9.4	7.4

[a] Class rates from Local Freight Tariff.
[b] Oil rates compiled from N. Y., N. H. & H. R. R. Tariffs Nos. 19546, effective November 2, 1905, and 19547, effective November 3, 1905.

PETITIONER'S EXHIBIT 675.

Nov. 16, 1904. M–1977.

STANDARD OIL CO.,
5 Wabash Ave., Chicago, Ill.

DEAR SIR: On our statement dated Feb. 14th, 1904, on shipment of 11¢. oil to Evansville there appeared car UTL–6014 billed to Montgomery, Ala.

This car was cut out of statement by you with the word "dumped" noted opposite. We do not seem to have any record of loss of this car, and shall be glad if you will give me such information as you may have at hand, which will enable us to understand why this freight charge was not allowed by you.

Truly yours,

(Signed) J. S. FORD,
A. G. M.,
Auditor.

A. G. M.

PETITIONER'S EXHIBIT 676.

EDGAR BOGARDUS,
5 Wabash Avenue.

A. G. M.[a]

STANDARD OIL COMPANY,
Chicago, Nov. 18, 1904.

Mr. J. S. FORD,
Auditor, C. & E. I. R. R., City.

DEAR SIR: Answering your letter of the 16th inst., file N–1977, in reference to UTL 6014, for Montgomery, Ala., Feb. 14, 1904, I beg to state that the word "dumped" means that car was returned to Whiting and unloaded, account damaged. It did not go forward, and, therefore, you are not entitled to freight, as you did not haul it.

Yours, truly,

EDGAR BOGARDUS.

J. J. D.[a]
J. S. F.[a]

(Stamp.)

Received (J. S. F.)
Nov. 19, 1904.
Ans'd.....

(Rubber stamped.)

Received Auditor's
Office,
Freight Desk
Nov. 19, 1904.
Ans'd.....

[a] Written across face.

PETITIONER'S EXHIBIT 677.

WHAT THE PENDING OIL INSPECTION BILL MEANS TO THE PEOPLE OF GEORGIA.

1st. It means—

A new office, and a new salary to be paid out of the school fund.

It means $1,200, and no end of "traveling" expenses out of the $15,000 now turned into the school fund annually from oil inspection fees. (See the Comptroller's Report for 1899.)

2nd. It means—

Higher priced, but no safer or better oil—a burden upon the people of 2 cents a gallon on the 5,343,795 gallons of oil inspected in Georgia for the year ending Sept. 30th, 1899—means $106,875.00 in one year. (See Report Commissioner Agriculture 1899, page 6.)

3rd. It means—

It means driving out the competition of small dealers and the further raising of the price of the new high-grade oil, forced upon the people by the pending bill, after competition has disappeared.

What excuse can a Georgia legislator give his constituents for adding $106,875.00 to the price of oil, about which Commissioner O. B. Stevens says in his report, page 16, that he found "no ground for complaint, if proper attention was given to the lamp, the wick, and the burner?"

PETITIONER'S EXHIBIT 678.

WHAT THE PENDING OIL INSPECTION BILL MEANS TO THE PEOPLE OF GEORGIA.

1. It means—

A new office, and a new salary to be paid out of the school fund.

It means $1,200 and no end of "traveling" expenses out of the $15,000 now turned into the school fund from oil inspection fees. (See the Comptroller's Report for 1899.)

2. It means—

Higher priced but no better or safer oil—a burden upon the people of 2 cents a gallon, which on the 5,343,795 gallons of oil inspected in Georgia for year ending Sept. 30, 1899, means $106,875 in one year. (See Report Com. Agriculture 1899, p. 6.)

X What excuse can a Georgia legislator give to his constituents for adding $106,875 to the price of oil about which Com. O. B. Stevens says in his report, p. 16, that he found "no ground for comp'aint, if proper care and attention was given to the lamp, the wick, and the burner?"

3. It means—

Driving out the competition of small dealers and the further raising of the price of the new high-grade oil forced upon the people in the pending bill after competition has disappeared.

X. ~~(The people of Georgia will, after you go home, demand of you an accounting of the trust they committed to you upon your election, and,~~

~~How can you look them in the face and justify a vote for a bill which means all these new burdens upon them without a single compensation.)~~

Written upon the back (in pencil) is the following:

~~Cigars~~	.50	
Dinner, Simpson	2.50	
~~Cigars, 5 days~~	2.50	
Dinner—Bush, Stone, Howard	3.00	
~~Cigars, 6 days~~	3.00	
Dinner	1.50	
Drinks & cigars, 11 days at 1.00	11.00	
		18.00
Hack		.75
Extra meals		2.50
		21.25

PETITIONER'S EXHIBIT 679.

JAN. 20, 1904.

RED "C" OIL COMPANY.

Mr. C. T. COLLINGS, V. P.,
Cincinnati, O.

DEAR SIR: We have just wired you the Red "C" Oil Company has a representative in Union, S. C., trying to make up an order for a carload of oil at 15 cents per gallon in barrels, 2% cash discount, also agreeing to allow the purchaser $1.00 for the empty barrels f. o. b. their railroad station. This would make their oil cost them 13 cents bulk, whereas our tank wagon price on fireproof is 14½ cents, or a difference of 1½ cents per gallon, less their loss by leakage. This information comes through our lubricating representative, Mr. Adams, who states if the Red "C" Oil representative goes over his usual route he will visit Greenville, Pelzer, Laurens, Clinton, Anderson, Hona Path, Seneca, Walhalla, and Westminster.

We are now trying to locate our Mr. Bohler, our refined oil salesman, with a view of having him locate the Red "C" Oil man and remain with him until he leaves our territory. We will certainly d all we can to prevent Mr. Metzel, of the Red "C" Oil Co., landing any orders for carload lots in this territory.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 680.

Form 191

STANDARD OIL COMPANY.

INCORPORATED.

CINCINNATI, *Jan. 21, 1904.*

C. T. COLLINGS.

COMPETITION AT UNION, S. C.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I received late yesterday afternoon your telegram in regard to the Red C Oil Co. representative being at Union, S. C., trying to make up a carload of oil at 15¢ per gallon in barrels delivered. I immediately wired you to lower all of your South Carolina points ½¢ per gallon on refined oil; and I presume you will have a refined oil salesman on the ground to follow this Red C man around and prevent his making up any more carloads. There certainly must be something wrong about this price. Figuring on the inside jobbers' price at Baltimore for common prime white oil, 12¢ per gallon, in barrels, adding the freight in carloads, 3.68¢ per gallon, would make 15.68¢ delivered; and I can not believe they would sell below the oil jobbers' net price at Baltimore. However, I have wired to Baltimore for information.

Since I wired you last night, I have received your letter of the 20th instant, and note you stopped the car at Union by agreeing to allow the Union Cotton Mills ½¢ off your open tank-wagon price; this is all right. You say the price on this oil is 15¢ in barrels, less $1.00 for the empty. Do you mean f. o. b. Union? They have never allowed $1.00 for the barrel f. o. b. point of delivery heretofore.

I am anxious to know whether or not you succeeded in getting your salesman on the track of this man, in reference to his movements to other points, and whether or not the reduction I have recommended will satisfy the trade.

Yours, truly,

C. T. COLLINGS,
F. B.

(Rubber stamp.)

Received
Jan. 22, 190-
Answered.

PETITIONER'S EXHIBIT 681.

JANUARY 22, 1904.

COMPETITION AT UNION, S. C.

Mr. C. T. COLLINS, V. P.,
Cincinnati, O.

DEAR SIR: I have your favor of January 21 and note the Baltimore jobbers are asking 12 cents for common prime white oil in barrels, freight in carload lots to South Carolina points 3.68, which would make the oil cost 15.68 delivered. In view of this fact, I am at a loss to understand why the Red "C" Oil Co. are endeavoring to make up carloads on the basis of 15 cents delivered and allowing $1.00 for the empty barrels f. o. b. their railroad point, which would make the oil net them back to Baltimore 9.32 bulk, plus the freight on return of empty barrel. However, it is a fact they have named these prices, but up to the present writing have been unsuccessful in making up any orders for carload lots. You may rest assured that as soon as we heard of the Red "C" Oil man being in our territory we located our Mr. Bohler by phone and had him go to Union at once. He phoned me as late as 11 o'clock to-day and advised the Red "C" man had crossed the border line and returned to Baltimore territory, but we anticipate a visit from him again in a few days. I have all of the agents in South Carolina on the alert, and they are watching for this gentleman. Should he again visit any point in our territory they are to wire us at once, and I am keeping in close touch with our refined oil man, so I can advise him promptly to locate the Red "C" Oil man and follow him until he leaves our territory, and by all means prevent him from securing orders for carload lots of refined oil. In view of the Red "C" representative leaving our territory we did not follow the advices in your telegram and letter of the 20th to reduce our market at all South Carolina points ½ cent per gallon, as we did not deem it necessary unless we were forced to; but in wiring you on the 20th, I wanted to know what we could do if the case demanded, and we are prepared to reduce the market ½ cent if we feel it necessary. Now, if you think it advisable we reduce the market, even though it is not necessary, kindly advise us by wire to-morrow and we will mail our notices to our agents so the reduction will become effective on Monday, January 25th, and I will keep you fully advised of any new developments.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 682.

Form 191.

STANDARD OIL COMPANY.

INCORPORATED.

C. T. COLLINGS.

COMPETITION AT UNION, S. C.

CINCINNATI, *Jan. 23, 1904.*

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I am in receipt of your letter of the 22nd instant, and in regard to the price quoted by the Red C. Oil Co., at Union, S. C.: You did not quite understand my letter, as you say that the price that the Baltimore jobbers were asking was 12¢ per gallon for common prime white oil in barrels f. o. b. Baltimore. What I intended to say, and what I thought I said, was, the price the oil jobbers were paying the S. O. Co., Baltimore. Of course, they are supposed to sell at 1¢ above this price. At any rate, we consider it safe to figure that if the Red C. Oil Co. wanted to sell their common oil on a basis below 12¢ that they would have offered it to the oil jobbers in Baltimore at this price, instead of going to the expense of traveling a man over the country and trying to sell it in small lots. We would like to see some positive evidence that the Red C. will sell this oil on a basis of 15¢ per gallon in barrels delivered at South Carolina points where the rate is 3.68¢ per gallon in carloads from Baltimore; and I suggest that you get some merchant friend in one of the South Carolina points to write and ask them for a price on a carload of the same grade of oil as sold at Union, mentioning the last point to which they made shipment. Also ask them for price on their best grade of water white 150° oil delivered.

I note that you did not put into effect the ½¢ per gallon reduction at any of the South Carolina points because the Red C. man left Union and went back to Baltimore. I very much fear this is a ruse on the part of your competitor, and that he will turn up at some other point in South Carolina. I trust you will keep in close touch with the situation and get prompt advices by wire, and if he is still offering the goods at 15¢ delivered, that you will put into effect the reduction of ½¢ per gallon at all South Carolina points. Keep me advised by wire in regard to this competition. While we do not want to sacrifice margins unnecessarily, we are in a different position than we were three months ago, and do not want to lose a gallon of your trade on account of price.

Yours, truly,

C. T. COLLINGS.
F. B.

(Rubber stamped.)

Received
Jan. 25, 1904.
Ans.....

PETITIONER'S EXHIBIT 683.

Form 191.

STANDARD OIL COMPANY.

INCORPORATED.

C. T. COLLINGS.

THREATENED COMPETITION AT ANDERSON S. C.

CINCINNATI, *Jan. 20, 1904.*

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I duly received your letter of the 15th instant; also Mr. Bohler's report of the 13th instant in regard to the threatened carload of oil at Anderson, S. C. I note steps you have taken in regard to the license matter of Sparks & Co. soliciting orders and endeavoring to place the carload, and will await with interest the result of your efforts.

We figure that on the present basis of cost f. o. b. Baltimore, prime white will cost bulk 14¢ and an ordinary water white bulk 15¢ delivered at Anderson in carloads. As your price is 14½¢ for fireproof oil from tank wagon, this ought to hold the trade. The Red C. Oil Co. have not of late been anxious to sell as they were some time ago when they were cutting prices; and I doubt if they will make a price that will enable these parties to lay a car down under your present prices. However, I trust you will keep in close touch with the situation and will advise me promptly what is done. If they place a car at Anderson, then they are apt to place one at several other towns in South Carolina, where the trade has shown a disposition to encourage this competition.

Yours, truly,

C. T. COLLINGS.
F. B.

PETITIONER'S EXHIBIT 684.

Form 82. Form 191½.

STANDARD OIL COMPANY.

INCORPORATED.

Confirmation of telegram.

JAN. 29, 1904.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

Referring to your letter of the 27th instant: Advise that you lower your market at all South Carolina points, excepting Spartanburg, all grades of refined oil ½¢ per gallon in barrels, tank wagon, and peddlers, effective February 1st. See my letter of this date.

C. T. COLLINGS.

Nite 5.35 p. m.
FCB.

The above is a copy of my telegram to you this date, which is hereby confirmed.

(Rubber stamp.)

Received
Jan. 30, 1904.
Ans.....

PETITIONER'S EXHIBIT 685.

Form 82. Form 191½.

STANDARD OIL COMPANY.

INCORPORATED.

Confirmation of telegram.

JAN. 20, 1904.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

Telegram received. Reduce your prices refined oil, barrels, tank wagon, and peddlers, all South Carolina points ½¢ per gallon. Do not believe Red C. Oil Co. will sell at 15¢ per gallon in barrels delivered.

C. T. COLLINGS.

Nite 5.20 p. m.
FCB.

The above is a copy of my telegram to you this date, which is hereby confirmed.

PETITIONER'S EXHIBIT 686.

ATLANTA, GA., *January 25, 1904.*

RED "C" OIL.

Mr. A. C. McGEE, *Agent, Standard Oil Company, Pelzer, S. C.*

DEAR SIR: I am just in receipt of your telegram advising the Red "C" representative was in Pelzer Saturday night and made up an order for a carload of oil. I am quite surprised to learn this and certainly can not understand why you did not wire us Saturday afternoon or early Sunday morning. Even though the office is closed the telegraph companies always arrange to deliver messages to my hotel. Had I received this information Saturday night or Sunday morning, I would certainly have had a refined oil salesman in your city not later than the first train this morning. In view of the good service you have been rendering the Pelzer merchants I can not understand how the Red "C" Oil Company can make up an order for a carload of oil. Now, the main thing you have overlooked, you have failed to give us the price at which they made sales. I am now trying to locate Mr. Bohler, so he will visit you, also other points where the Red "C" man may go.

If you can break up this carload order, you have my permission to reduce your price ½ cent per gallon in Pelzer. Now, please interview all of the merchants at once, explaining you will give them ½ cent below the market if they will cancel their order, and if you are successful, please wire me at once and I will send you regular form reducing your market; but you need not wait to receive that, but put the reduction into effect at once. I feel reasonably sure if you will throw this on personal grounds and interview the merchants as you should, you will be successful in having a sufficient number of them to cancel their orders so it will be impossible for the Red "C" representative to ship in the car. While on this subject, I would like to inquire whether our man Smith, the peddler, purchased any part of this car. If so, and he will not cancel, we will certainly withdraw the special arrangement that we now have with him. So get a move on you and see what can be done and let me have a reply to this letter.

Yours truly,

Special Agent.

PETITIONER'S EXHIBIT 687.

ATLANTA, GA., *January 26, 1904.*

RED "C" OIL COMPANY.

Mr. A. C. McGEE, *Agent, Standard Oil Company, Pelzer, S. C.*

DEAR SIR: I have your favor of January 25th advising all of the merchants in Pelzer joined in the purchase of the carload of oil from the Red "C" Oil Company with the exception of W. C. Walburn & Co. You do not mention the name of Winston Smith, the peddler. I have a personal letter from him this morning giving me the same information, also stating the Red "C" representative called on him and tried to induce him to buy a part of the car, claiming the oil would cost him 13½ cents after deducting the allowance for the empty package. In other words, the price was 15½ cents, less $1.00 for the empty barrel, but he has failed to state whether this price is f. o. b. Pelzer or Baltimore. As I figure the total proposition, the oil will cost the merchants 1 cent per gallon less than they are now paying us for our fire proof, and they will have to stand the loss by leakage, etc., which will amount to more than 4 gallons per barrel, that is, by the time they have used up their entire purchase; therefore, they will not be securing their oil for less than they are now paying us, and besides they will get a lower grade, what we would call Diamond Headlight, which is always worth 1 to 1½ cents per gallon less than our fire proof oil. It is certainly unfortunate we could not hold the trade in Pelzer, and I have every reason to believe that now if you would throw this matter on personal grounds, explaining to the merchants that your position with the company depended entirely upon your holding the trade in Pelzer, calling their attention to your affliction, I certainly believe they would become more patriotic and perhaps cancel the orders with the Red "C" Oil Company. But one of the most important points you overlooked in your report—you failed to give me the number of barrels purchased by each customer. No doubt there is some one merchant who has bought 15 or 20 barrels out of this car, and if we were successful in getting him to cancel his order with the Red "C" by wire, we paying for the message, it would mean it would break up this carload shipment, and in consideration of said merchant cancelling his order we would agree to deliver him the same quantity of oil that he bought in barrels from our tank wagon. In other words, our present market is 14½ cents in Pelzer. If the merchant who bought the largest portion of this carload of oil could break up the car, we would sell him the same quantity at 1 cent per gallon below our regular market. This is rather a delicate question to handle, and it certainly would not be wise to let more than one man in on the scheme, and you should certainly know some of them well enough to line them up on this question. As stated in the first part of this letter, I think you can have that car cancelled on personal grounds if you give the merchants the right kind of talk, without making any concess ons in price. Make up your mind you are going to do it and I am sure the results will work out satisfactorily to you and the company.

I think I have proven to you that I have been looking out for your welfare, and you understand if this car comes in it will be criticism on my management, therefore you can readily understand why I am so anxious to have the car stopped.

Yours truly,

_____

Special Agent.

PETITIONER'S EXHIBIT 688.

JAN. 25, 1904.

Mr. A. C. McGEE, *Agent, Standard Oil Company, Pelzer, S. C.*

DEAR SIR: A few days ago I was in Cincinnati and discussed the advisability of tearing down and rebuilding your warehouse within our enclosure at your town. My recommendation was that no new lumber be used, even though it necessitated our making the warehouse a little smaller on account of rebuilding, therefore I wish you would please confer with some contractor or builder in your city and secure bid on taking down the old warehouse and rebuilding same, having it spec fied what sized building he can give us out of the lumber which can be utilized that is now in the present building.

I presume the roof will be totally destroyed, therefore have him give you bids also on placing tight board sheeting for roof, so same can be covered with either ruberoid [rubberoid] or galvanized iron, which S. O. Co. will furnish, but the contractor is to put same on.

Also secure bids on applying two coats of paint to warehouse and roof, we to furnish the paint.

We now have in an application for building an addition to your stable and wagon shed, but have not heard from our Cincinnati office, therefore I would like to have you secure bids as soon as you can conveniently do so and forward to this office.

Yours truly,

_____

Special Agent.

PETITIONER'S EXHIBIT 689.

ATLANTA, GA., *January 25, 1904.*

CARLOAD OF OUTSIDE OIL.

Mr. B. O. DRIVER,
Agent Standard Oil Company, Roanoke, Ala.

DEAR SIR: Upon receipt of your letter of a few days ago, I reported the receipt of the carload of oil to our general office and I am in receipt of a letter from Mr. Collings, and he approves of the reduction I instructed you to make in last Saturday's mail, and certainly hope you will be able to retain your trade and cause the Roanoke Grocery Company to sustain a loss by leakage. He also suggests it might be well for you to appear before the council in a personal way, explaining the license question thoroughly, and unless it is applied to the Roanoke Grocery Company they are discriminating against you and the company you represent. I believe you can throw this on personal grounds and bring about the desired result. Of course if the grocery company will agree not to bring in any more outside oil, then I think it would be well for the council to make an exception in their case and not cause them to pay the annual license of $25.00, but if they do not give some kind of assurance on these lines, they should pay it the same as ourselves, as we are handling barreled oil and selling direct to the trade, and they are doing the same thing.

With the prices we gave you in last Saturday's mail, after allowing the merchants $1.00 for the empty packages, it would make their oil cost them 14½ cents bulk. Now, if you are unable to hold your trade at that price and the grocery company are getting any percentage to speak of, it looks as though it would be advisable for us to make still further reduction, provided we can get two or more retailers to establish a price of 15 cents per gallon. In your opinion, how much profit would two or more be satisfied with to make a special run on oil? I believe another 1 cent reduction would bring about the desired results, as that would enable them to make a profit of 1½ cents per gallon when sold at 15 cents. Now, please do not say anything to the trade along this line, but let me have your suggestion and what the prospects are on the license question also, and I will certainly appreciate it if you will make it a point to reply at once.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 690.

ATLANTA, GA., *January 27, 1904.*

COMPETITION, UNION, S. C., RED "C" OIL.

Mr. C. T. COLLINGS, V. P., *Cincinnati, O.*

DEAR SIR: Referring to your favor of January 23rd.

I regret to advise the Red "C" Oil Company have succeeded in placing a carload of oil with the merchants of Pelzer, S. C. It seems there is an organization between the merchants in that town, and it was practically impossible for our agent to secure any information until one day after the car was sold and the Red "C" representative had left for other points. The sales were made at 15½ cents per gallon in barrels delivered, they agreeing to allow $1.00 for M. T's f. o. b. Pelzer, which would make the oil cost the merchants 13½ cents per gallon bulk, less loss by leakage and expense of draying to and from depot, against our price of 14½ cents. From what I can learn, the Pelzer merchants have never been very friendly towards us, and are inclined to buy their oils from others even at an advanced price. As soon as I received the information I made every effort to break up the carload, but was unsuccessful.

In going over our records I find our monthly sales at Pelzer average 80 barrels. The only parties who did not buy from the Red "C" people were W. H. Welborn & Co., and Winston Smith, the peddler. Their combined sales are about one-half of our total sales in Pelzer. I received letters from both of these parties, assuring us they would do everything they could to increase their sales of oil and felt reasonably sure they together could sell more than one-half the oil disposed of in Pelzer, suggesting that we do not reduce our price. I certainly regret the sale has been made, but you may rest assured we did everything in our power to prevent it.

The Red "C" man is again in our territory and has been since last Saturday afternoon. Mr. Bohler located him at Greenville and they have visited Seneca and Anderson and other points together. I have a wire from Mr. Bohler who is in Greenville with the competitor, this afternoon, stating he has not been successful in securing any more orders. In order to hold the trade in Anderson, Mr. Bohler followed my instructions and reduced our tank-wagon price in Anderson proper ½ cent per gallon. Mr. Bohler has been thoroughly instructed in regard to this competition. I have also corresponded with our agents in the South Carolina field and they fully understand we want to retain our business and would reduce our market ½ cent per gallon rather than see the business go to the other oil companies, but I have impressed upon their minds that we do not want to put this reduction into effect unless it is absolutely necessary.

Now, in view of the fact we have reduced our Anderson price, do you believe it advisable to reduce all other markets in South Carolina ½ cent per gallon?

The Spartanburg market is the only one that I dislike to reduce, as that is the point where we are allowing so many rebates.

I wrote you on December 22nd giving you a list of the customers to whom we are allowing rebates and amounts. At the time I was under the impression the allowances were made on Spartanburg, Pacolet, Gainesville, Whitney, Clifton, and Glendale markets. Since that

time I have discovered that all of the allowances are based on Spartanburg. In other words, they are as follows:

Name of concern.	Location.	Distance from Spartanburg.	T. W. price.	Spartanburg T. W. price.	Allowance from Spartanburg market.
Clifton Mfg. Co.	Clifton	9 miles	15½	14½	1½
D. E. Converse Co.	Glendale	6 miles	15	14½	2
Whitney Mfg. Co.	Whitney	2½ miles	14½	14½	1½
Pacolet Mfg. Co.	Pacolet	12 miles	15	14½	2
Spartan Mills	Spartanburg			14½	1½

The Pacolet Mfg. Co. and Spartan Mills are owned and controlled by the Montgomery Brothers. We have recently renewed our contract for lubricating oils and the total business involved is about 60,000 gallons of lubricating oil. I realize we should have an advance for the 12 miles' haul, but would suggest you leave this in our hands for adjustment. In view of the fact that all of these allowances are made on Spartanburg price, I would suggest that if you decide to reduce all South Carolina points ½ cent per gallon you give us permission to make no change in the Spartanburg market, as this will enable us to secure the prices as outlined in your letter of December 30th. Of course this will only be temporary relief, but I feel the matter can not be adjusted until I can spare the time from the office to take this question up with all parties concerned personally, and at that time I hope to get it all ironed out.

We have not sent out our reduction sheet on Anderson market, and will await your instructions by letter or telegram. If there are any new developments will advise you promptly by wire, as I feel we are now on to the situation and will know instantly what the Red "C" oil man does, as Mr. Bohler has positive instructions to remain with him until he has departed from our territory.

Yours, truly,

_____

Special Agent.

PETITIONER'S EXHIBIT 691.

ATLANTA, GA., *January 27, 1904.*

RED "C" OIL COMPANY.

Mr. A. C. McGEE,
Agent Standard Oil Company, Pelzer, S. C.

DEAR SIR: I have your two favors of Jan. 26th, and have carefully noted the contents.

I realize it is impossible for you to be down in the town of Pelzer and at the plant at the same time, but you certainly should have been in close touch with the merchants, as I advised you a few days in advance you could expect the Red "C" representative, and had you followed my instructions, I certainly think some of them would have telephoned you, advising he was there. Furthermore, from what you said to me upon my first visit to Pelzer, you and Mr. Smith, the peddler, were very good friends. According to Mr. Smith's statement, the Red "C" representative visited him and tried to get him to purchase a part of the car, therefore if you had passed up the merchants and kept in close touch with Mr. Smith, he would certainly have put you on to this matter in time to break it up, or induce two or more of the merchants not to purchase. I will have to confess the way you have handled this matter is not at all satisfactory to me, and I certainly hope you will be able to have some one cancel their order to break up this carload arrangement. I regret to be compelled to say to you that if another car of Red "C" oil comes into your territory and is not reported or looked after as I think it should be, especially when I advise you in advance to be on the lookout for their representative, it will be equivalent to your resignation.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 692.

Form 191.

STANDARD OIL COMPANY.

INCORPORATED.

C. T. COLLINGS.

CINCINNATI, *Jan. 29, 1904.*

COMPETITION RED C OIL CO.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I am in receipt of your letter of the 27th instant, and note that the Red C Oil Co. succeeded in making up a car of oil at Pelzer, S. C., on a basis of 15½¢. delivered in barrels, allowing $1.00, figuring 13½¢. in bulk, against your tank wagon price of 14½¢. In view of the fact that one of the merchants and the peddler who handle as much as all the others together remained with us, it seems to me that we should reduce our prices; but I note that these parties suggest that we do not reduce our price; why, I do not understand. I presume you will get some further information on this subject; as it would seem to me that if these other merchants are handling the common oil at 14½¢. that we ought to put our people in line to get it.

I note that in order to take no chances of a car being made up at Anderson your salesman reduced the price at that point ½¢. This is all right; as I authorized you to make a general reduction, if necessary.

As to the reduction at other South Carolina points: I believe you had better put in this reduction on all grades of refined oil, barrels, tank wagon, and peddlers, at all points in South Carolina excepting Spartanburg. I agree with you in view of the fact that the largest buyers are getting excessive allowances off of your Spartanburg market that you ought to carry that market above the prices at other points. I am wiring you my suggestions in regard to your South Carolina markets, so that you can get out the reductions to-morrow and have them in effect on Monday morning next.

I note that you are working on the proposition of cutting down these allowances to these manufacturing concerns, and just as soon as you can personally see the parties concerned you hope to arrange a more satisfactory basis. We are willing to allow the matter to rest where it is at present until you can adjust it.

Yours, truly,

C. T. COLLINGS,
F. B.

(Stamp.)

RECEIVED
Jan. 30, 1904.
ANS.....

PETITIONER'S EXHIBIT 693.

ATLANTA, GA., *February 2, 1904.*

RED "C" COMPETITION, PELZER, S. C., LAURENS, S. C.—MR. BOHLER'S REPORTS OF THE 27TH AND 30TH.

Mr. C. T. COLLINGS, V. P.,
Cincinnati, O.

DEAR SIR: In Monday morning's mail I received several reports from Mr. Bohler covering his work of the 27th to 30th, inclusive. On account of other business, I did not have the opportunity to read the reports until last evening. Upon referring to his report of the 27th, I note the Red "C" representative has disposed of 30 barrels to the merchants in Laurens, at least, Mr. Bohler has been able to locate that many, which leads me to believe that Mr. Metzel succeeded in disposing of a whole carload to the merchants in Laurens and vicinity. I certainly regretted to learn this as I certainly thought I was keeping in close touch with the situation and Mr. Bohler was advised to use the wire very freely if the occasion demanded it. I have done everything I could to impress upon this young man's mind the importance of giving me the details on the competitive situation, but it seems it took four days to let us know the Red "C" Oil Co. had disposed of any oil in Laurens. I am to-day taking the question up with Mr. Bohler, asking him for an explanation. As soon as I hear from him will advise you.

You will note by his report of the 30th the correct distribution of the carload of oil in Pelzer, which I give you below, but will report the shipment on the regular form as soon as it arrives at Pelzer.

Hudgens & Ragsdale	10 barrels.
Hyman & Beane	20 "
Allison & Crenshaw	5 "
C. B. Owens	5 "
W. W. Griffin	10 "
Saluda Mercantile Company	10 "
Making a total of	60 barrels.

Yours, truly,

_____
Special Agent.

PETITIONER'S EXHIBIT 694.

C-039.

STANDARD OIL COMPANY.

INCORPORATED.

ANDERSON, S. C., *2/3, 1904.*
Location. Date.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: Following up my telegram of to-day, I am sorry to have to advise you of the fact that the Red "C" people and their agent here have succeeded in selling their car of refined oil.

When the Red "C" representative was here he didn't complete the car, as Mr. Bohler reduced our price one-half cent per gals., but as soon as the Red "C" man found this out he also reduced his price half cent and left town. So Mr. Sparks went to work to sell this car and failed in Anderson, so he split the car between Anderson, Iva, Lowndesville, and Belton, S. C.; from the best information I can get this oil was sold at the following prices:

Anderson	15 ¢
Iva	15½¢
Lowndesville	16½¢
Belton	15½¢

less one dollar back for empty. I got a part of this information from Sparks by telling him I didn't care how much oil he sold just so he would tell me when he was making up a car, and what his price was.

Yours, very truly,

S. O. Co.,
Per W. R. KEITH.

(Rubber stamped on back.)

RECEIVED
Feb. 5, 1904
ANSWERED

PETITIONER'S EXHIBIT 695.

ATLANTA, GA., *Feb. 3, 1904.*

RED "C" OIL COMPETITION.

Mr. C. T. COLLINGS, V. P.,
Cincinnati, O.

DEAR SIR: I am in receipt of a telegram from Mr. W. R. Keith, Anderson, S. C., agent, advising the Red "C" Oil Company have disposed of a carload of oil divided between the merchants in Anderson, Lowndesville, Iva, and Belton; oil to be shipped to Anderson and reshipped by local freight to the other points, price named being 15½ cents delivered. I also have a telegram from Mr. Bohler dated the same hour, advising competitor has again gone out of our territory towards Baltimore. This Mr. Metzel is rather a smooth individual and it seems we are having an awful hard time keeping track of him.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 696.

WARREN D. ARTHUR,

WHOLESALE GROCER AND COTTON BUYER.

Local Agent for Standard Oil Company.

UNION, S. C., *Feb. 5th, 1904.*

COMPETITION.

STANDARD OIL CO.,
Atlanta, Ga.

GENTLEMEN: I have your letter of 4th and note you say it is reported to you that Mr. Metzel, of the Red C Company, has disposed of a car of oil here. Since reading your letter, I have made the most strenuous efforts to obtain some information on this subject. The results are, that I can find no "retailer" who has bought a single barrel of him.

If you will refer to my letter confirming my 'phone conversation with Mr. Taylor along this line, you will see results of same. At that time my understanding was that it would be impossible for him to make up a car unless Union Cotton Mills would take the major part of same and, as per my arrangements with them, they were "hands off," and that is the last of it until receipt of your letter to-day.

I find, however, this afternoon, upon hard work, that it is possible that a jobber here by the name of "Hames Grocery Co." is very anxious to represent Red C people, and it is possible he has agreed to take a car from them on consignment. This matter I will watch out for, and if he is going to get a car I would like to know it, and if he does get a car I would like to have you assist me in seeing him and the Red C people "sorry" they ever attempted such a thing. I will do my part if you will do yours. I have had some experience in business and if, in case this is facts, I would like for you to give me some little discretion, and I will see if I can't make some of that car lose in leakage. It is possible that this thing is only "rumor," still the car might be coming. I give it to you as I get it.

Yours, &c., W. D. ARTHUR, *Agt.*

(Rubber stamped.)

RECEIVED
Feb. 7, 1904
ANSWERED

PETITIONER'S EXHIBIT 697.

C–039. STANDARD OIL COMPANY,

INCORPORATED.

GREENVILLE, S. C., *2/5 1904*.
Location. Date.

STANDARD OIL COMPANY,
Atlanta, Ga.

GENTLEMEN: Yours in reference to car Red C oil to hand; it was not here that the car arrived at, but at Easley, S. C., 12 miles from here.

I heard to-day that a car had been made up here also by Mr. Metz at 13½¢ per gall., $1.00 back for bbl.

J. A. Bull & Co.	ordrs	5 bbls.
Hart Bros.	"	10 "
Phillips, Majors Co.	"	10 "

This is all that I can find that have ordered. I will keep a watch around the depots and report arrival of this car if it comes.

Yours, respt.,

S. O. Co.
B.

(Rubber stamped.)

RECEIVED
Feb. 7, 1904
ANSWERED

PETITIONER'S EXHIBIT 698.

C–039. STANDARD OIL COMPANY,
INCORPORATED.

GREENVILLE, S. C., *3/7, 1904.*
Location. Date.

STANDARD OIL CO.,
Atlanta, Ga.

GENTLEMEN: I regret to inform you that another carload of Red C oil has arrived in Greenville, S. C., over the So. Ry., consigned to J. W. Bull Co. I called on these gentlemen and they say that they do not think another car will come this season, and that this one would not have been made up if we had had oil on hand when last car of Red C oil arrived here, but all that bought in first car duplicated their order when they del. the oil from 1st car. The oil was del., as far as I can find out, to the following merchants:

J A Red C oil.

Hart Bros.	8 bbls.
W. H. Poole & Co.	5 "
P. F. Cox.	3 "
J. A. Bull & Co.	5 "
Goldsmith Bros.	4 "
Phillips & Major.	10 "
Mills Mfg. Co.	5 "
Jno. G. Perry.	5 "
M. B. Leach.	5 "
	50

Phillips, Majors Co. claim all the glory in this deal, and I expct. Mr. Phillips will be the man to work on; he has a pull with J. W. Bull Co. Mr. Phillips has an old acct. with us at Pelzer, S. C., namely, Pelzer Steam Laundry, if it has not been settled.

Yours, respt.,

S. O. Co.
B.

(Rubber stamped.)

RECEIVED
Mar. 8, 1904
ANSWERED

PETITIONER'S EXHIBIT 699.

C–039. STANDARD OIL COMPANY,
INCORPORATED.

LAURENS, S. C., *2/6, 1904.*
Location. Date.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I have your favor of Feb. 4th in regard to the carload of Red C oil that was supposed to be sold in this town. I investigated this matter as best I could. This car was to be consigned to Fuller & Darlington, Laurens, S. C. The price was 15½¢. per glon, $1.00 for empty bbls. f. o. b. Laurens, S. C. This is all the information that I could get at this time.

J. R. WADE.

(Rubber stamped.)

RECEIVED
Feb. 8, 1904
ANSWERED

PETITIONER'S EXHIBIT 700.

Form 191.

STANDARD OIL COMPANY.

INCORPORATED.

C. T. COLLINGS.

CINCINNATI, *Feb. 6, 1904.*

COMPETITION RED C. OIL CO.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I am in receipt of your two favors of the 2nd and 3rd, and regret to see that the Red C. Oil Co. have succeeded in placing several cars of oil at South Carolina points. It looks as if you had made a mistake in not putting the reduction of ½¢. into effect when I suggested it a week or two since. I believe this would have prevented some of this oil being sold. Of course, I know that you acted in the matter as you thought best for the company's interest, hoping to secure the continuation of the present margins, believing that the competitor had left your field unable to secure any carload orders. But it is not safe in cases like this, where your competitor is persistently working the trade and offering the oil at one cent under your prices, to figure too confidently on holding your trade.

I hope we have seen the end of this competition, at least for the present, and will await with interest your report as to the number of cars sold and whether or not the merchants are satisfied with it, and other information bearing on the question.

I believe you have now reduced all your South Carolina points excepting Spartanburg ½¢. per gallon, and that this will put them on a safe basis.

Yours, truly,

C. T. COLLINGS,
F. B.

(Rubber stamped.)

Received
Feb. 8, 1904
Ans.....

PETITIONER'S EXHIBIT 701.

ATLANTA, GA., *Feb. 8, 1904.*

COMPETITION RED "C" OIL CO.

Mr. C. T. COLLINGS, V. P.,
Cincinnati, Ohio.

DEAR SIR: I have your favor of Feb. 6th.

Perhaps it is true I should have reduced the market at all South Carolina points ½ cent per gallon upon receipt of your first notice. However, from what information we have gathered, we know of no sales made since receiving the notice to decline our market. In other words, they were all made before we really knew he was in our territory. I am keeping a close watch on the situation in South Carolina points, and should Mr. Metzel again invade our territory will advise you promptly.

You are correct; our market at all South Carolina points with the exception of Spartanburg and circuit has been reduced ½ cent per gallon.

Yours, truly,

.....

Special agent.

PETITIONER'S EXHIBIT 702.

STANDARD OIL COMPANY.

INCORPORATED.

C. T. COLLINGS.

CINCINNATI, *Feb. 25, 1904.*

CARLOADS OF RED C OIL AT GREENVILLE AND LAURENS, S. C.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: I am in receipt of your letters of the 24th instant, and regret to note that in addition to the car of Red C. Oil Co. oil sold at Greenville, and which has just arrived, a car has also arrived R[a] at Laurens. I note that 40 barrels of the car that was shipped *Mills Mfg. Co.*[a] to Greenville was taken by Phillips, Majors Co. and Matts. Mfg. Co., each firm taking 20 barrels. Who are these concerns, and how will they dispose of this oil? Do they retail the oil, and have they been buying regularly from your tank wagon? If so, you should have a pretty good idea as to how long these 20 barrels will last them. If they are jobbing the oil, where do you figure they can sell it? Is there any reason why we could not make some special arrangement with one or the other of these concerns so that we would be safe against their going into any future carload orders? *Jobbers.*[a]

In the Laurens car I note one concern, Fuller & Darlington, took 20 barrels. Please give me the same information in regard to this concern as asked for concerning the two at Greenville. It seems to me, the key to the situation is to tie up these parties. However, I assume now that the consumption is falling off and as the season is coming on when the chances of handling oil in barrels is great, there is little likelihood of their experimenting with another carload order; but we should not have lost sight of these concerns and have been in touch with them at the outset of the season and have lined them up so that we would not have been caught with these two carloads.

Yours, truly,

C. T. COLLINGS,
F. B.

(Rubber stamped.)

Received
Feb. 27, 1904
Ans.....

Written on back of this exhibit, in indelible pencil, is the following:

"Mills Mfg Co..Gville
Ph. Majors Co..Gville Oct. to Jany."
F. & D.....Laurens

And in blue pencil is written the following:

"W. HOOKS:
How about
the Bl
purchases.
REED."

[a] These notations in indelible pencil on face of original, the body of which is typewritten.

PETITIONER'S EXHIBIT 703.

ATLANTA, GA., *March 1st, 1904.*

RED "C" OIL COMPANY.

Mr. LEE BEASLEY,
Agent, Standard Oil Company, Greenville, S. C.

DEAR SIR: Referring to your report of a few days ago, advising Phillips, Majors & Co. purchased 20 barrels, Mills Mfg. Co. 20 barrels. Upon going over their records, I note Phillips, Majors & Co., of Greenville, during the months of October, November, and December, also January, purchased 220 gallons, Mills Mfg. Co. during the same period purchased 725 gallons. We are at a loss to understand how they are going to manage to use or dispose of the 20 barrels each they have purchased from the Red "C" Oil Co. I wish you would watch this very carefully and report to me from time to time should they dispose of any of the oil to other customers in barrels. It is quite important we know this, as it may be found advisable to make some kind of an arrangement with them for their future supplies of refined oil.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 704.

ATLANTA, GA., *March 1st, 1904.*

Mr. W. S. BECKMAN,
Acting Agent, Standard Oil Company, Laurens, S. C.

DEAR SIR: A few days ago Mr. Bohler reported Fuller & Darlington had received 20 barrels of oil out of the carload recently received there from the Red "C" Oil Company. According to our records, this concern did not purchase any oil from us during the months of October, November, December, and January. Therefore, we are at a loss to understand just where they are going to dispose of this oil, and, as I see it, it will depend entirely on your efforts in keeping the trade supplied as to just how successful Fuller & Darlington will be in disposing of the 20 barrels received from the Red "C" Oil Company. Kindly keep your weather eye open, and if you can learn of any sales that Fuller & Darlington make to the small dealers in Laurens and outside points do not fail to advise us by letter, as we are quite anxious to know just where all of this oil goes to.

Yours, truly,

Special Agent.

PETITIONER'S EXHIBIT 705.

ATLANTA, GA., *March 1st, 1904.*

CARLOAD RED "C" OIL, GREENVILLE AND LAURENS, S. C.

Mr. C. T. COLLINGS, V. P.,
Cincinnati, O.

DEAR SIR: Referring to your favor of Feb. 20th.

I give you below the actual purchases of the three different concerns made from us during the months of October, November, and December, 1903, and January, 1904.

Greenville, Phillips, Majors & Co.:

October	110 gallons.
November	70 gallons.
December	0
January	0
Total	220 gallons.

I am certainly at a loss to know where they are going to dispose of the 20 barrels purchased from the Red "C" Oil Co. I instructed our Greenville agent to keep a careful watch on this concern and give me a report on just what disposition they make of the 20 barrels.

Mills Manufacturing Co., Greenville:

October	305 gallons.
November	100 gallons.
December	0 gallons.
January	320 gallons.
Total	725 gallons

or about 4 barrels per month. This is a commissary of a manufacturing company, and they undoubtedly made the purchase for their own use. It might be well to visit with this concern before their present supply is exhausted and arrange to give them a concession. Would you approve of allowing them ½ cent or 1 cent rebate on their purchases of refined oil, with the understanding they will not buy any more outside goods?

Laurens, S. C., Fuller, Darlington & Co.: This concern has only purchased a few barrels of oil from us in the past 12 months. In fact, they did not buy a barrel during October, November, December, and January. It is very evident they are going to make an effort to secure some oil business from the country merchants adjacent to Laurens, S. C. We have a very good tank-wagon agent there, and I am reasonably sure they will find it uphill work to market their oil, excepting occasional barrel they may be able to dispose of to a farmer. We will watch all of the concerns mentioned in this letter and give you all the information we are able to gather. I have arranged to keep a memorandum of all parties who buy from the Red "C" Oil Co., but I do not believe they will make an effort to dispose of any more oil in carload lots until next fall, and between now and that time I will figure out the parties it might be advisable to make special allowances to and submit for your approval.

Yours, truly,

S. A.

C–039.

PETITIONER'S EXHIBIT 706.

STANDARD OIL COMPANY.
INCORPORATED.

ANDERSON, S. C., *3/3rd, 1904.*
Location. Date.

Mr. R. N. REID, S. A.,
Atlanta, Ga.

DEAR SIR: If you remember, some time ago there was a car of refined oil sold here by a Red "C" representative and their agent, Mr. Sparks, after the fire in Baltimore. I told you this car was not coming, but it was a mistake, for it arrived and was unloaded to-day. The brand of this oil is Sun Beam Safety; shipped in a Penn. car #18932, and was distributed as follows:

Harrison & Co.,	Anderson, S. C.	10	barrels.
C. Frank Bolt,	" " "	5	"
O. D. Anderson,	" " "	5	"
Dean & Roltiffee,	" " "	5	"
J. A. Prutt,	" " "	5	"
Osborne & Pearson,	" " "	5	"
Anderson Cotton Mill Store,	" " "	5	"
Toxaway Mill Store,	" " "	3	"
T. C. Jackson,	Iva, " "	2	"
W. P. Cook,	" " "	5	
E. R. Horton,	Lowendesville	5	
Cooley & Speer,	"	5	
Total		60	barrels.

I have been able to see some of the bills for this oil, which is 15 cents less $1.00 for empty.

Yours, very truly, W. R. KEITH.

(Rubber stamped on back.)

RECEIVED
Mar. 5, 1904.
ANSWERED.

PETITIONER'S EXHIBIT 707.

ATLANTA, GA., *March 5th, 1904.*

Mr. KEITH,
Agent, Standard Oil Company, Anderson, S. C.

DEAR SIR: I have your favor of the 3rd, advising that Pennsylvania car 189320 arrived loaded with Red C. Oil, giving me memorandum of number of barrels purchased by each merchant. We certainly regret to learn that the car has arrived in Anderson, and I wish you would please have a talk with the city attorney, Mr. Hood; also, with Mr. Ligdon, mgr. of the Anderson Cotton Mills, as I think this is a direct violation of the ordinance they have in your city, making it prohibitory for anyone to handle oil in wholesale without paying the annual license, which you understand was formerly $150.00 per annum and is now reduced to $75.00. You can confer with the railroad agent and ascertain if the oil was consigned to Sparks. If it was, it certainly makes him a party to the transaction, as he is either acting in the capacity of Red C. Oil Co.'s agent, or a jobber in oil, as he certainly will not go to any trouble for the Red C. Oil Company without remuneration. Either Mr. Sparks or the Red C. Oil Co. should be forced to pay the same amount they are compelling us to pay.

After you have had a talk with Mr. Hood and Mr. Ligdon I wish you would please give me the details.

Yours, truly,

.....
Special Agent.

PETITIONER'S EXHIBIT 708.

C-039. STANDARD OIL COMPANY.

INCORPORATED.

PELZER, S. C., *2/26, 1904.*
Location. Date.

Mr. R. N. REED,
S. O. Co., Atlanta, Ga.

DEAR SIR: The long-expected car of Red C oil has come to this place; came yesterday, and some of the parties that has oil in car are right sick of it already. One of them asked me yesterday if we would take some of the oil and sell it for him. I told him we did not do that kind of business. He said he would not be caught napping again soon.

Car marks, Penn. #79871, has from the best information I can get 60 bbls. Can't find out yet how many bbls. each one is to get; will let you know later.

Yours, truly,

A. C. McGEE.

(Rubber stamped.)

RECEIVED
Feb. 27, 1904.
ANSWERED.

C-039. STANDARD OIL COMPANY.

INCORPORATED.

PELZER, S. C., *3/4, 1904.*
Location. Date.

Mr. R. N. REED,
S. O. Co., Atlanta, Ga.

DEAR SIR: I send you names of parties who bought Red C oil & # of bbls. bought:

Hudgens & Rugsdale	10	B.—Pelzer.
Hindman & Beam	15	" "
Saluda Mer. Co	7	" "
C. B. Owens	5	" "
Allison Crenshaw Co	5	B.—Pelzer.
W. W. Griffin	3	" "
D. P. Gray & Co	5	Williamston.
W. R. McAlister	5	" "
Duckworth & Cooly	2	" "
Total No	54	bbls.

Yours, truly,

A. C. McGEE.

PETITIONER'S EXHIBIT 709.

Form 191.

STANDARD OIL COMPANY.

INCORPORATED.

C. T. COLLINGS.

CINCINNATI, *March 5, 1904.*

SHIPMENTS BY RED C. OIL CO.

Personal.

Mr. R. N. REED, S. A.,
Atlanta, Ga.

DEAR SIR: Won't you please advise me just where the Red C. Oil Co. have succeeded in placing carload shipments of refined oil in your South Carolina field since January 1st, and prices named; and if shipments have arrived, please give me number of the car in each case.

Yours, truly,

C. T. COLLINGS,
F. B.

PETITIONER'S EXHIBIT 710.

ATLANTA, GA., *March 12, 1904.*

SHIPMENTS BY RED "C" OIL COMPANY.

Mr. C. T. COLLINGS, V. P.,
Cincinnati, O.

DEAR SIR: Referring to your favor of March 10th.

I do not anticipate the Red "C" Oil Company making any shipments to points in South Carolina, unless there is some radical reduction made by the refineries. In discussing the question with Mr. Adams, our South Carolina lubricating salesman, he states he is personally acquainted with Mr. Metzel, who is part owner of the Red "C" Oil Company, and each and every time there is a reduction or advance Mr. Metzel takes a 10 or 15 days' trip through North and South Carolina, making an effort to secure orders for carloads of Refined Oil.

The spring is now approaching and the weather is getting quite warm, and I do not believe he could interest the merchants in buying large quantities of oil, as the majority of them have experienced more or less trouble on account of loss by leakage in handling oil in barrels. I have had considerable correspondence with each of our South Carolina agents on this question and believe I am now on top of the situation, and they will advise me promptly should the Red "C" Oil Company make any further effort to make up orders for carload lots of oil, and unless the refineries have reduced their prices, I do not believe it advisable to make any further reduction at our South Carolina points. However, I will again take this question up with our different agents and representatives, and write you again in a few days.

Yours, truly,

_____
Special Agent.

Written on back of exhibit in pencil:
"Red C Oil
Competition
Atlanta, Ga."

PETITIONER'S EXHIBIT 711.

Form 193–1563.

STANDARD OIL COMPANY.

(INCORPORATED.)

ATLANTA, GA., *Oct. 6, 1904.*

YOUR ILLNESS.

Mr. E. N. WOOTEN,
City.

DEAR SIR: On account of your continued illness, it was necessary for us to employ a clerk to take care of your work, and judging from your continued absence and the reports we have received from time to time, you will not be able to resume your duties until some time next year, if then; therefore, we have decided to dispense with your services. Mr. Hooks will tender you, with this, your salary for the last half of September, and it is also understood that you will remain on our pay roll until the close of October business. We will either mail you a check on the 15th and last of October, or you may call at our office for same

We regret we have found it necessary to take this step, and should you fully recover we would be very glad to consider you for another position should there be a vacancy.

Yours, truly,

R. B. REED,
Special Agent.

PETITIONER'S EXHIBIT 712.

Mr. DAN. W. ROUNTREE,
City.

DEAR SIR: On Nov. 13th the house of representatives passed a bill providing for new methods of the inspecting of illuminating oils within the State, and also for the appointment by the commissioner of agriculture of a general inspector of oils for the State, to whom all the minor inspectors would report, and whose duties would be to see that proper returns shall be made on all oils inspected, that such oils should be of proper test according to law and of proper quality, and to investigate all complaints from every source respecting any complaints arising regarding flash test or burning quality, and prosecute any and all oil companies supplying inferior oils.

The determining of the quality of any oil, according to our understanding of the law, is to rest solely with this general inspector, but we are not very well informed as to the exact character of the law on this point, as we have not been provided with a copy of the late innovation in respect to what changes have been made in the old law applying to the inspection, and fees arising therefrom, of oils in this State. We would thank you to kindly look into this matter for us, procure a copy of this bill as passed by the house, with its amendment or amendments, and see if you can possibly use some influence with the senate to have the bill referred to a committee in order that we may have a hearing in the matter.

As an independent company, we very strongly suspect that the authorship of the bill originated with the Standard Oil Company, which, you are probably aware, is the largest and strongest monopoly of any kind in the world, and given to using measures of this kind to harass and break up and crush all independent oil concerns. We would thank you to kindly present this side of the matter in using your influence to have this bill referred to a committee, for you can readily see what power this general inspector is supplied with and how he might be able to dishonestly use it, if he so chose.

The main purpose of the bill, which was fathered by the commissioner of agriculture, is to have provided for his own political use this general inspector of oils, whose traveling expenses are paid by the State, additional to his salary of $100 per month.

His "expenses" are not fixed or limited, and he can under the new law use whatever funds he may wish for carrying out any political scheme or measure. He will be able also to without fear of exposure receive advances from the Standard Oil Co., who would be only too glad to be "bled" by him, if by so doing they might have him create prosecutions against other independent oil concerns now in the field.

We think this matter will come up before the senate to-day, and would like to have you take some steps in the matter at once if you can possibly do so, along the lines as suggested above or along any other you may fix upon as best for the final defeat of this measure.

I will call at your office at half past two to-day, and in the meantime, if you could procure a copy of this measure from some source we would be very greatly obliged. Perhaps the commissioner of agriculture might supply you through some one of your clerks. Mr. Parke, of Greene County, presented the bill referred to.

Respectfully yours,

THE PEOPLES OIL CO.,
Per E. N. WOOTTEN, *Manager.*

PETITIONER'S EXHIBIT 713.

E. N. WOOTTEN, *Manager.* Phone, Standard 346

PEOPLES OIL COMPANY

Successors to

PEOPLES OIL CO. COMMERCIAL OIL CO.

Manufacturers of

HIGH-GRADE ILLUMINATING AND LUBRICATING OILS, GREASES, AND COMPOUNDS.

Office and Works: Southern Ry. at Bellwood ave.

ATLANTA, *April 2nd, 1901.*

Mr. E. C. KIMBALL,
Cincinnati, Ohio.

DEAR SIR: I enclose for your consideration a correct statement of prices obtained by the S. O. Co. for fire-proof oil, both in barrels and from tank wagon (or bulk delivery) at principal or representative points in this territory reached by us. Compared with these figures we also show what our customers at each of these points are paying for our Sun-Light oil, taking as a basis our f. o. b. Atlanta price of 14 cts. per gallon (which is our f. o. b. Atlanta price) and adding thereto cost of freight. To compare with bulk tank-wagon oil, as sold by the S. O. Co., we also show what our Sun-Light oil costs our customers, figured upon our 14-cent basis, with freight added, and also taking into consideration credit received by customer on empty barrel returned and our allowance of 2 gallons free oil, should he choose to have credit for the ten gallons of oil on each five barrel purchase (or 2 gallons to the barrel) instead of having it distributed in half gallon lots to twenty such customers as he might name, for advertising purposes.

We pay 90 cents each for the empty barrels returned, less freight, netting to the customer on an average of not more than 80 cents each, freight charges in some instances being not less than 17 cents apiece in any quantity.

We have endeavored to make Sun-Light oil our leader since 1898, working it from that time on the special plan of offering ten gallons free on each five barrel order, same to be credited at price charged for the oil, when each five barrel contract has been completed. In April of last year the adjustment of our prices on refined oil was raised proportionately much higher than they had been for a good many moons previous, as compared with those of the S. O. Co., repeating to some extent the conditions of 1898, when we were unable to make a proper showing of sales, our forces at work taken into consideration.

At that time, therefore, we began to leave it optional with our customers of Sun-Light as to whether these ten gallons of free oil on each five barrels ordered should be distributed to his customers or retained by himself. If he made choice of this latter condition, we were additional gainers of 40 cents postage on 20 letters, inclosing half-gallon orders on him to his customers, which would have to be sent out if the first condition obtained. By doing this, however, we were enabled to hold our Sun-Light trade to a great extent.

Even with this consideration, which approximates half a cent per gallon, by comparison you will see that our cost to the customer of Sun-Light oil averages half a cent and better over and above what fire-proof costs him.

Last month we were forced to almost drop entirely from the market on cheaper grades of refined oil, owing to our orders to cut down commissions on same to a figure at which our salesmen could not reasonably make offerings.

This was the desired aim, as by our dropping out on common oil the S. O. Co. here would be materially assisted in establishing his tank-wagon service throughout the rural districts.

The cost of marketing through this rural tank-wagon service is almost as much as by cooperage, but it has everything else to recommend it. We have recognized its worth to the company, and have not attempted to interfere with it. Our whole consideration has been to try and get what we are entitled to, and give you people "a run for your money." We could have no respect for ourselves, nor you much for us, we think, if we gave no exhibition of energy.

But in spite of the fact that we are getting more money for our Sun-Light oil than the S. O. Co. here are getting for fire-proof (and this is just what we have been doing all the time) they appear to attempt to take the position that we are underselling them.

If our prices were below theirs our sales would certainly not be as small as they are, even at present.

The writer presumes that the policy of maintaining the P. O. Co. in this field rests with you, but a continuous hammering on you about us and our supposed infractions (?) of the market is probably bound in time to influence your action respecting us, to accord with the intentions of the S. O. Co. here. Naturally their point of view regards any business gained by us as an interference with their output, and the easiest way to keep us from doing business is to get you to place our prices at figures at which it would simply be impossible for us to make sales.

Any alteration of our present prices by you knocks us out, and it is with you to decide whether we shall be sacrificed or not.

What business we have been able to get in lubricating oils has been systematically followed up by your people here with cut prices. Under different conditions we would expect nothing else; but with the proclaimed knowledge their salesmen have of our connection, our customers, and our prices, it appears to me the sacrifice of the company's profit has not been justified by the small increase of sales.

Yours truly,

PETITIONER'S EXHIBIT 714.

WALTER S. TAYLOR, *Manager.* Telephone 346.

PEOPLE'S OIL COMPANY,
Successors to
PEOPLE'S OIL CO. COMMERCIAL OIL CO.
Manufacturers of
HIGH-GRADE ILLUMINATING AND LUBRICATING OILS, GREASES, AND COMPOUNDS.
Office and Works: Southern Ry. at Bellwood Ave.

ATLANTA, GA., *April 21st, 1900.*

Mr. E. B. STANLEY,
City.

DEAR SIR: I wish to call your attention to the enclosed sales sheet, #130, Oct. 27th to 31st, 1899, as showing prices obtained for the grades of refined handled by us at the time I returned here. Mr. Taylor's market was all right, and appears to exactly agree, with freight added, with those of the S. O. per copy of their delivered prices taken from a list as made out and furnished me by Mr. Pugh on Nov. 13th.

Since the first of Nov. refined has advanced one cent, in installments of one-half cent at a time (Nov. 1st and Dec. 18th), which would give us a price on common oil of 13 cents, and on W. W., competing with F. P., of 14 cts. in bbls. f. o. b. Atlanta. The S. O. Co. prices will, however, figure them net one-half cent better than this on barrelled oil, as, for instance, at Carrollton F. P. is 17 and D. H. 16, frt. 2½c; Jackson 16½ F. P. and 15½ on D. H., frt. 2 cts.

Now we advanced our market Mch. 16th, Mr. P. insisting, from 13 cents for common oil to 14 cents, and on W. W. from 14 cts. to 15, f. o. b. this point, and we have found that at most towns our prices agree with those of the S. O. Co. in barrels, but on T. W. oil they have the advantage of 1½ to 2 cents per gal. in price, equal grades considered, when the difference should not be more than ½ cent per gallon. They certainly ought to get within half a cent for F. P. of what it nets them in barrels, especially when they also fill the capacity to the customer of carrier. The convenience to the customer of having the oil brought to his own door and measured into his tank more than offsets the fact of his having to pay cash for the oil.

Our present market in barrels does not accord with the market of both ourselves and the S. O. Co. on Nov. first, regular advances considered. Of course the S. O. Co. would wish to carry a high barreled oil price, so as to cut out the jobber and others, and bring custom to their tank-wagon service, but when that service extends all over the territory we will not be in it at all, for the reason that the customer is getting his oil 1½ to 2 cts. cheaper than our barrelled oil prices would net it to him, which also, on the other hand, means a like loss to the company (if the barrelled oil market means anything), besides a loss of gain in barrelling.

On an equal footing the major part of the business would be gathered in by the tank-wagon service, leaving us the remnant to be taken care of by Sun Light at a better price.

I should dislike to see the conditions of '98 repeated, where what small business we had was obtained at prices ranging from one to four cents per gallon above the S. O. Co.

There is also another feature which is being worked against us, which I mentioned this morning, and that is the constantly repeated statements of the S. O. salesmen and tank drivers, especially, where they run against Sun Light, that it is nothing but F. P., that we are only a small branch of the S. O. Co., and buy all our oils from them. This has come from too many sources for its authenticity to be doubted, and is a bad policy, if our maintainance is to be worth anything to the company.

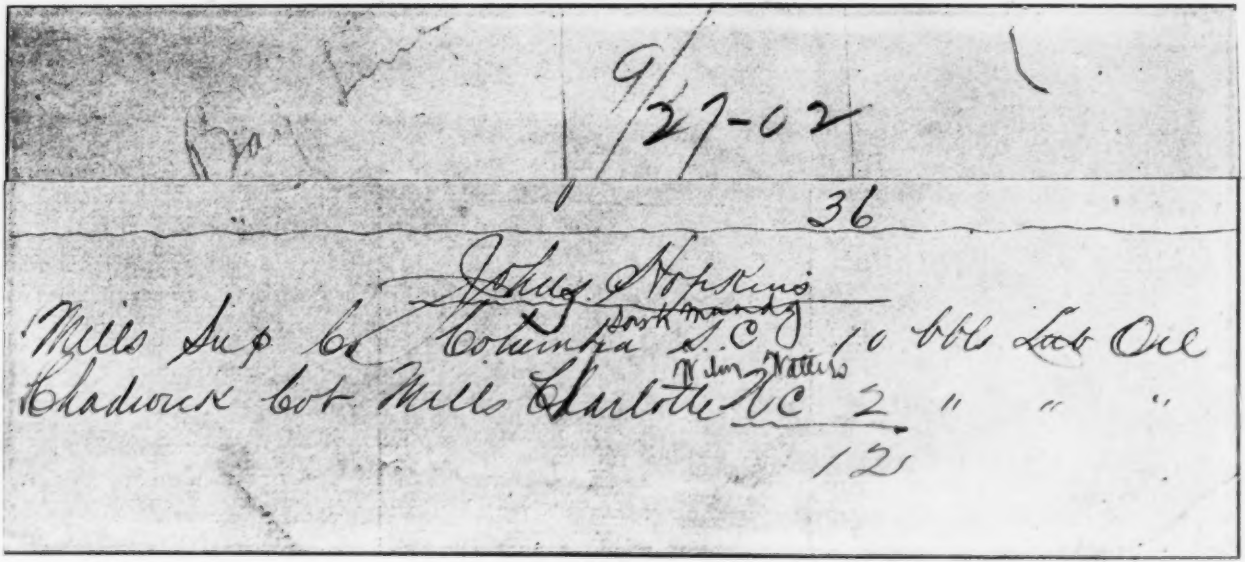
I trust you will understand the motive influencing me to bring to your attention the foregoing.

Yours, truly,

FOLD OUT IS TOO LARGE TO BE FILMED

PETITIONER'S EXHIBIT 715.

(The words *Bay Line* and *Conn.*, and the large checks running down the middle of the page, are in red pencil in the original; the checks at the left, and the date *9–27–02*, are in pencil; the rest in black ink.)



PETITIONER'S EXHIBIT 717.

(NOTE.—The italicised words *Cin.* and *Cincin.* are in red ink in the original, and the other italicised words in a different kind of ink from the body of the paper.)

REPORT—YORK.

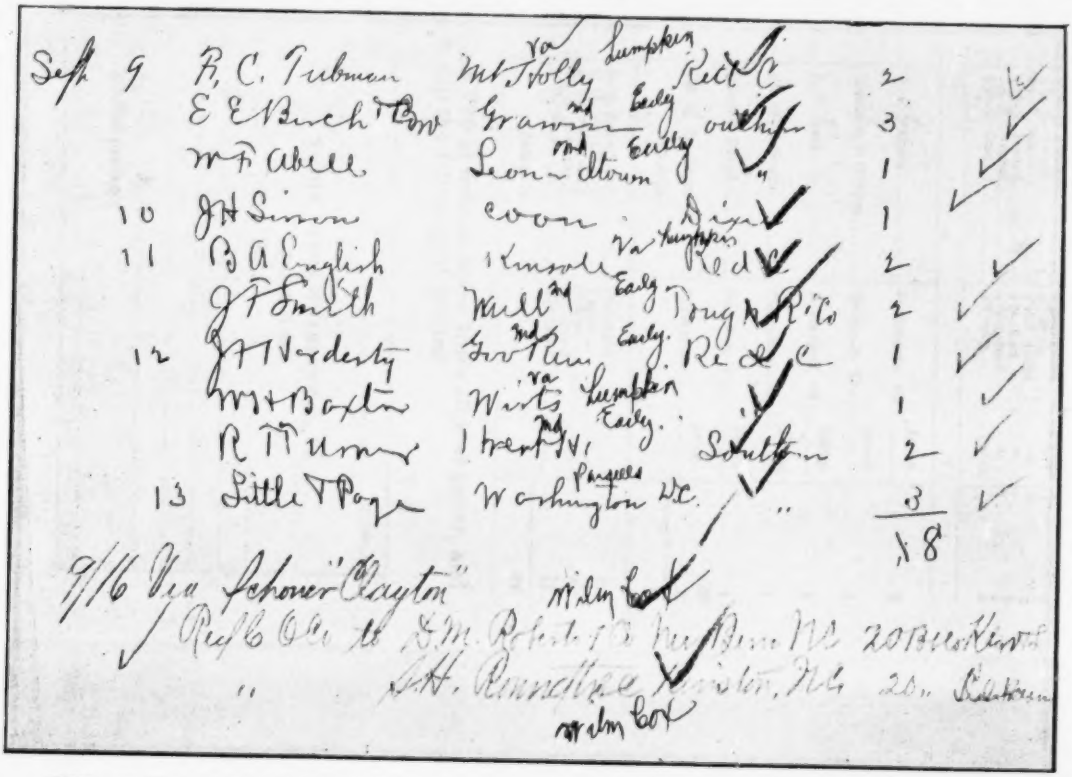
Date.	Shipper.	Consignee.	Destination.	Amt.
8/15	Hopkins	Cheswell Manfg. Co	*Cin.* Westminster, S. C	3 Eng.
"	Robinson	J. G. Wannamaker	*Whitelaw.* Orangeburg, S. C	1 Eng.
"	"	Oakland Manfg. Co	*Rice.* Winston, N. C	1 Eng.
"	"	Elkin Furn. Co	*Rice* Elkin, N. C	1 Eng.
"	"	McDowell Manf. Co	*Hopkins.* Marion, S. C	1 Eng.
"	"	Cox Manfg. Co	*Cin.* Anderson, S. C	1 Eng.
16	Red C	Cleveland Cotton Mill	*Watters.* Shelby, N. C	1 Eng.
"	Red C	Hillsboro Milling Co	*Owens.* Hillsboro, N. C	2 Eng.
"	" "	Tarboro Cotton Mill	*Stedman.* Tarboro, N. C	2 Eng.
"	Robinson	Chatham Manfg. Co	*Rice.* Elkin, N. C	5 Eng.
"	"	G. W. Truitt	*Meeks.* Capreon, Va	2 Eng.
17	Robinson	Merritt & Chapman	*Fullwood.* Norfolk, Va	1 Eng.
19	Baltimore	Manchester Cotton Mill	*Watters.* Rock Hill, S. C	2 Eng.
"	Hopkins	Aetna Cotton Mill	*Cin.* Union, S. C	5 Eng.
"	Robinson	H. C. Townsend Cotton Mill.	*Cin.* Anderson, S. C	1 Eng.
"	"	Dudley Lumber Co	*Hopkins.* Granite Falls, N. C	1 Eng.
"	"	John Newton	*Cincin.* Ozark, Ala	2 Eng.
20	Robinson	Greenleaf Johnson Lumber Co.	*Farrar.* 81 Mile Siding, N. C	1 Eng.
"	"	Charlotte Cordage Co	*Watters.* Charlotte, N. C	1 Eng.
"	Hopkins	Walahalla Cotton Mill	*Cincin.* Walahalla, S. C	1 Eng.
"	'	Laurens Cotton Mill	*Cincin.* Laurens, S. C	1 Eng.
"	Red C	P. R. Penn. T. Co	*Marsh.* Reedsville, N. C	2 Ref.
	" "	J. M. Shackleford	*Meeks.* Severn Wharf, Va	2 Col. H. L.
22	S. O. & S. Co. to	S. O. & S. Co	*Cox.* Newbern, N. C	40 Ref'd.*
	" "	'	*Sted.* Washington. "	40 "
	" "	' "	*Meeks.* Elizabeth City, "	50 "

*Red ink asterisk appears in original at this point.

FOLD OUT IS TOO LARGE TO BE FILMED

PETITIONER'S EXHIBIT 719.

(The principal entries under dates September 9–13 are in purple ink in the original; the interlined names and abbreviations of states in black ink; the entry at the bottom, beginning *9–16*, in black pencil; and the check marks partly in blue pencil and partly in black pencil.)



32555—VOL 10—08. (To follow page 1783.) No. 2.

PETITIONER'S EXHIBIT 720.

(NOTE.—The words and parts of words italicized are in ink in the original; other words in pencil.)

9/16	Red C Oil	H. T. Treakle	Monaskon	*Lump.*	1
9/16	do. do	L. H. Smoot	Tappk.	"	1
9/16	Tough, Rutherford	J. T. Minor	Rot. Cliffs	"	2
9/17	Crescent Oil	H. T. Daniel	N. End	"	1
9/19	South Oil	J. S. Carneal	Blaufield	"	1
9/19	do. do	E. T. Cole	Fbury	*Cross.*	2

9/30	South Oil Co	L. J. Warner	Wellsfords, *Va*	*Lump.*	3
10/1	do. do	Geesham & Clinton	Ottaman, *Va*	*Lump.*	1
10/1	do. do	L. T. Rock	Whealtons, *Va*	*Lump.*	2
10/4	Red C Oil	G. H. Derveux	Tappa*hannock, V*	*Lump.*	1
10/4	do. do	Hall & Bland	Bay Port, *Va*	*Lump.*	1
10/4	do. do	R. M. Saunders	Riverview	*Lump.*	1
		WEEMS.			9

9/23	Red C Oil	L. B. Broadders	Wetaman	1
Do.	do	C. H. Martin	Tappk	1
9/25	do. do	F. Downing & Co	Sharps	5
9/26	do. do	W. H. Buckner	Pt. Royal	1
Do.	do. do	J. B. Wolf	Mill Creek	1
		Lumpkin.		9

Petitioner's Exhibit 720 is written upon three slips of paper, and on the back of each slip the following is printed:

Form 4. 3-24-02—Sm.

Picture of steamboat.

No..... .....190..

M.....

To THE WEEMS STEAMBOAT CO., Dr.

To freight on

.....

.....

.....

.....

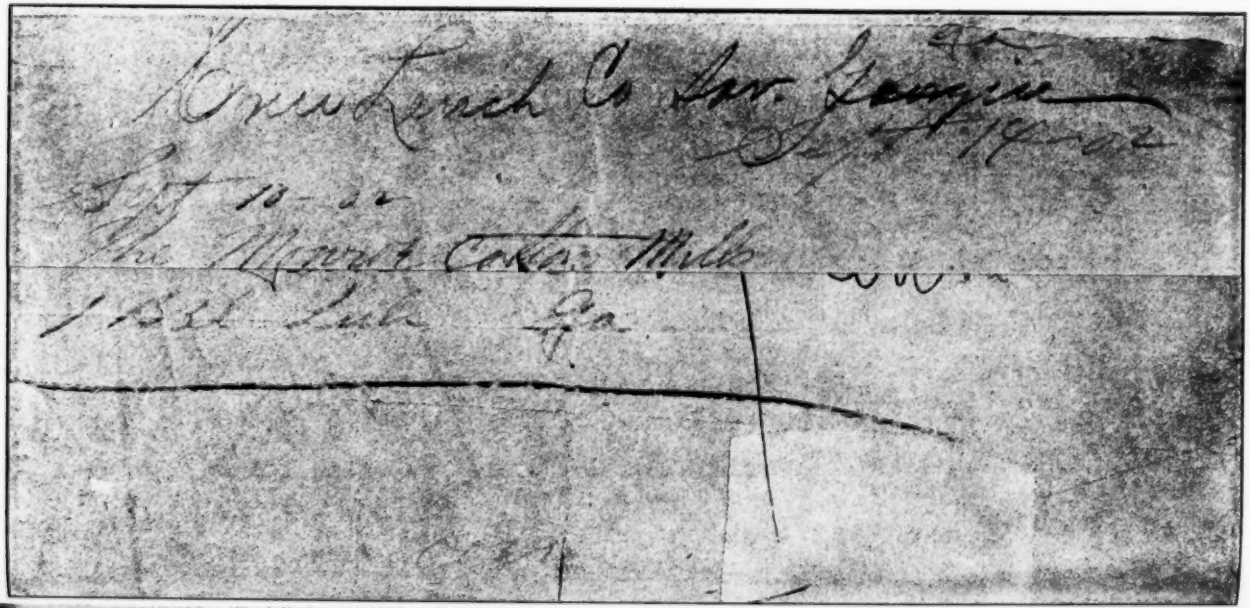
.....

Received payment,

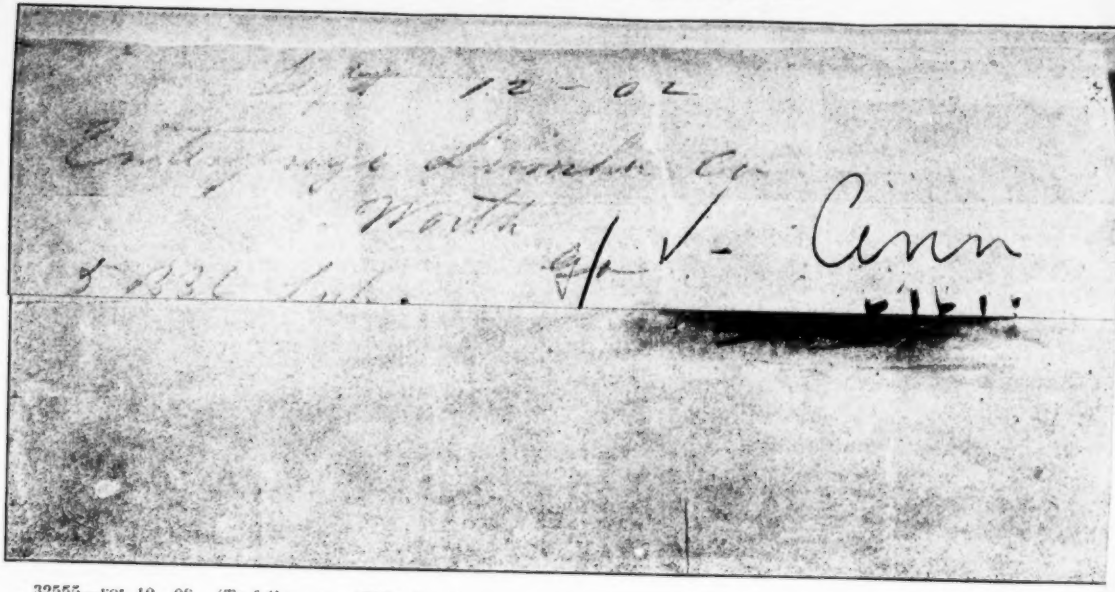
.....

PETITIONER'S EXHIBIT 721.

(The various entries *Cinn.* on both sides of this exhibit are in red ink in the original; the initials *S. A. L.* in red pencil; the remainder all in black pencil.)



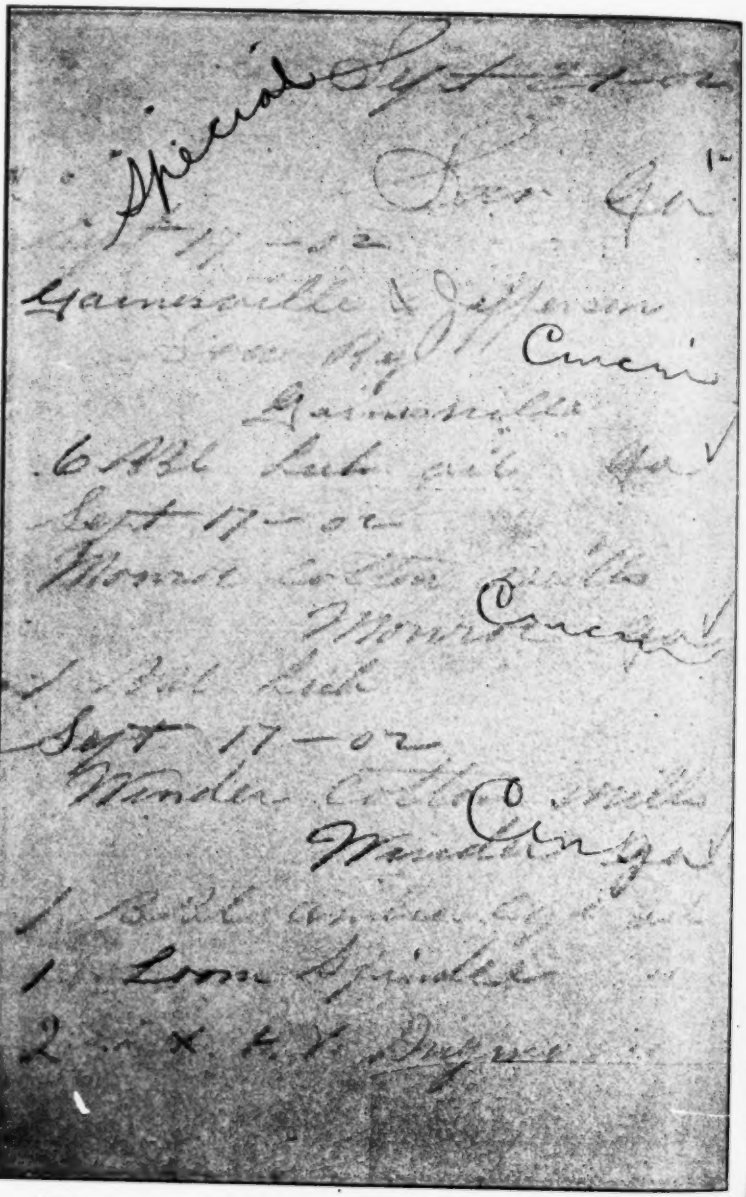
PETITIONER'S EXHIBIT 721—Reverse side.



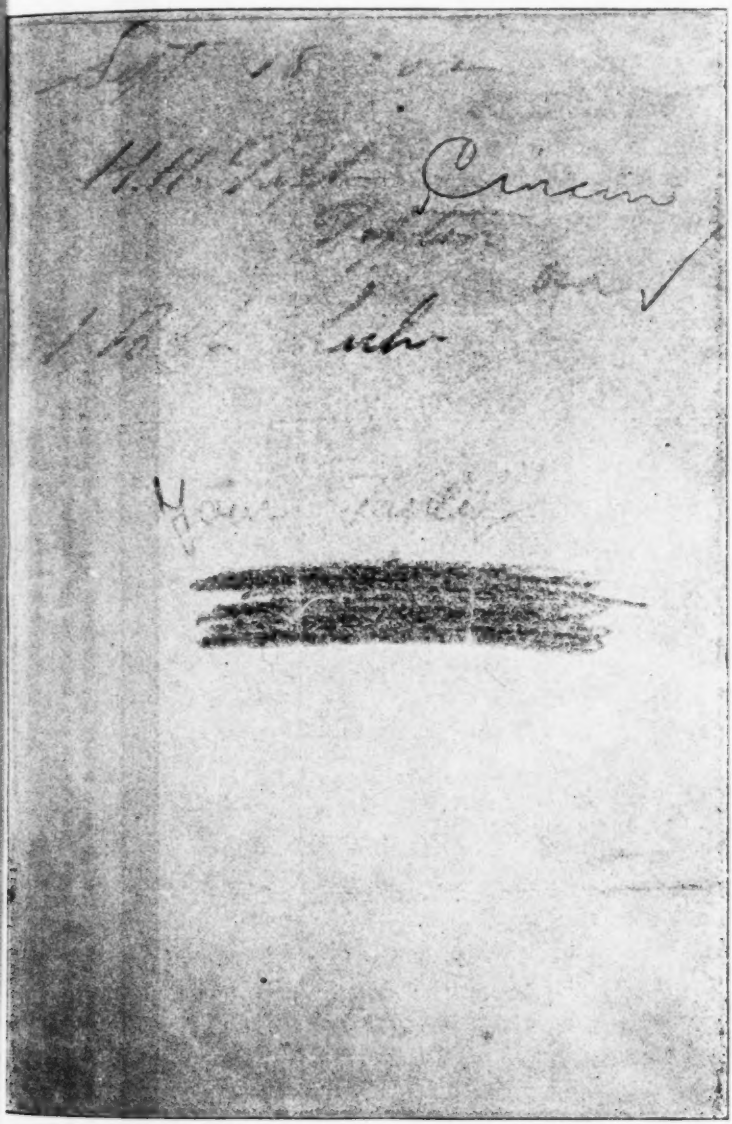
FOLD OUT IS TOO LARGE TO BE FILMED

PETITIONER'S EXHIBIT 722.

(The entries *Cin.* and *Cincin.* on both sides of this exhibit are in red ink; the word *Special* in black ink; the erasing marks at the bottom of the reverse side in blue pencil; and the remainder in black pencil.)

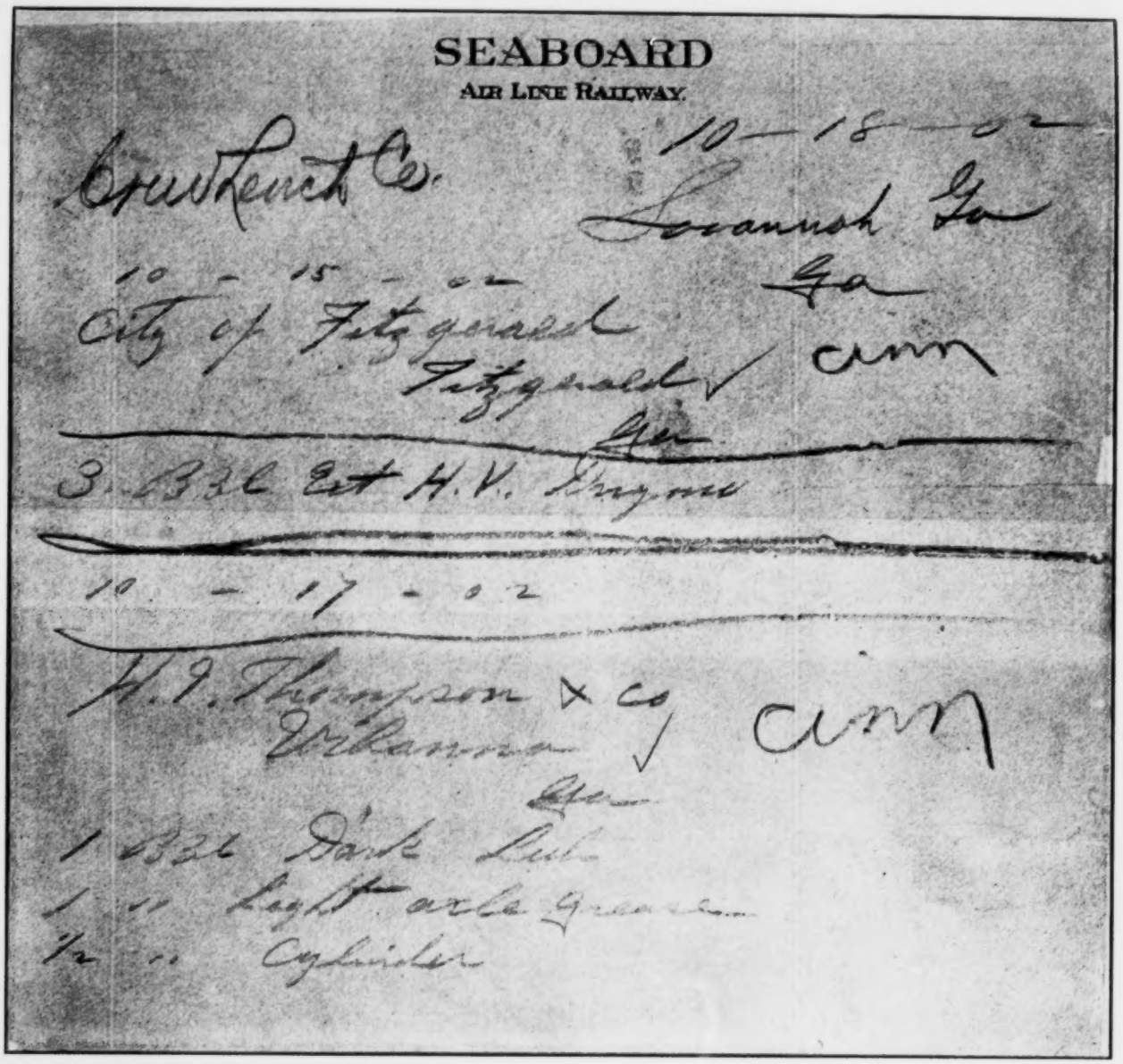


PETITIONER'S EXHIBIT 722—Reverse side.



PETITIONER'S EXHIBIT 723.

(The entries *Cinn.* and the cross lines are in red pencil in the original; the words *Crew Levick Co.*, the latter part of the word *Savannah*, and the following *Ga.*, are in black pencil; the remainder in purple or indelible pencil.)

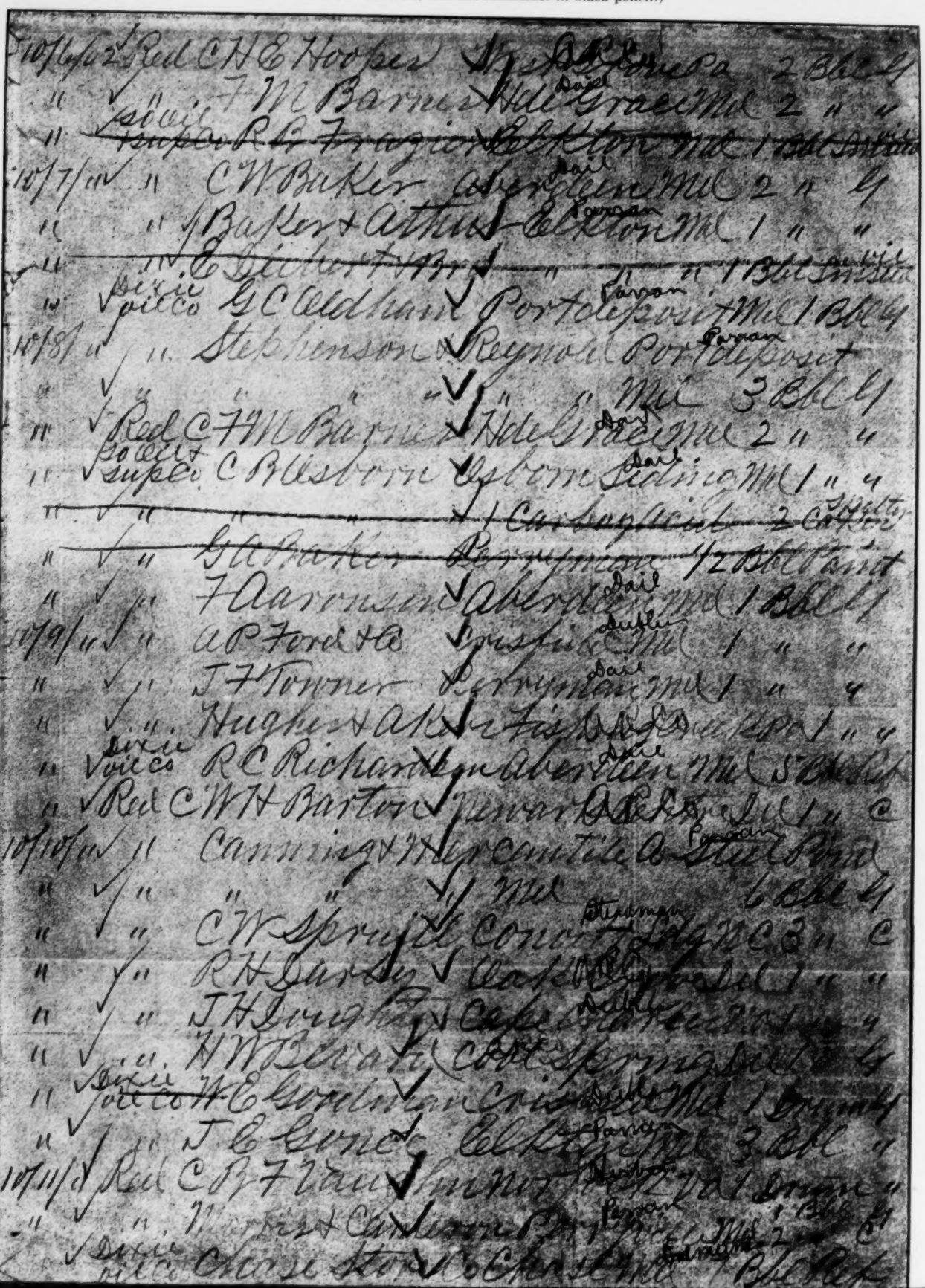

SEABOARD
AIR LINE RAILWAY.

Crew Levick Co. 10-18-02
Savannah Ga
10-15-02 Ga
City of Fitzgerald
Fitzgerald ✓ Cinn
Ga
3-63/8 Cst H.V. Engine

10-17-02
H.J. Thompson & Co
Urbanna ✓ Cinn
Va
1-63/8 Dark Cub
1-" Light Carla Green
1/2-" Cylinder

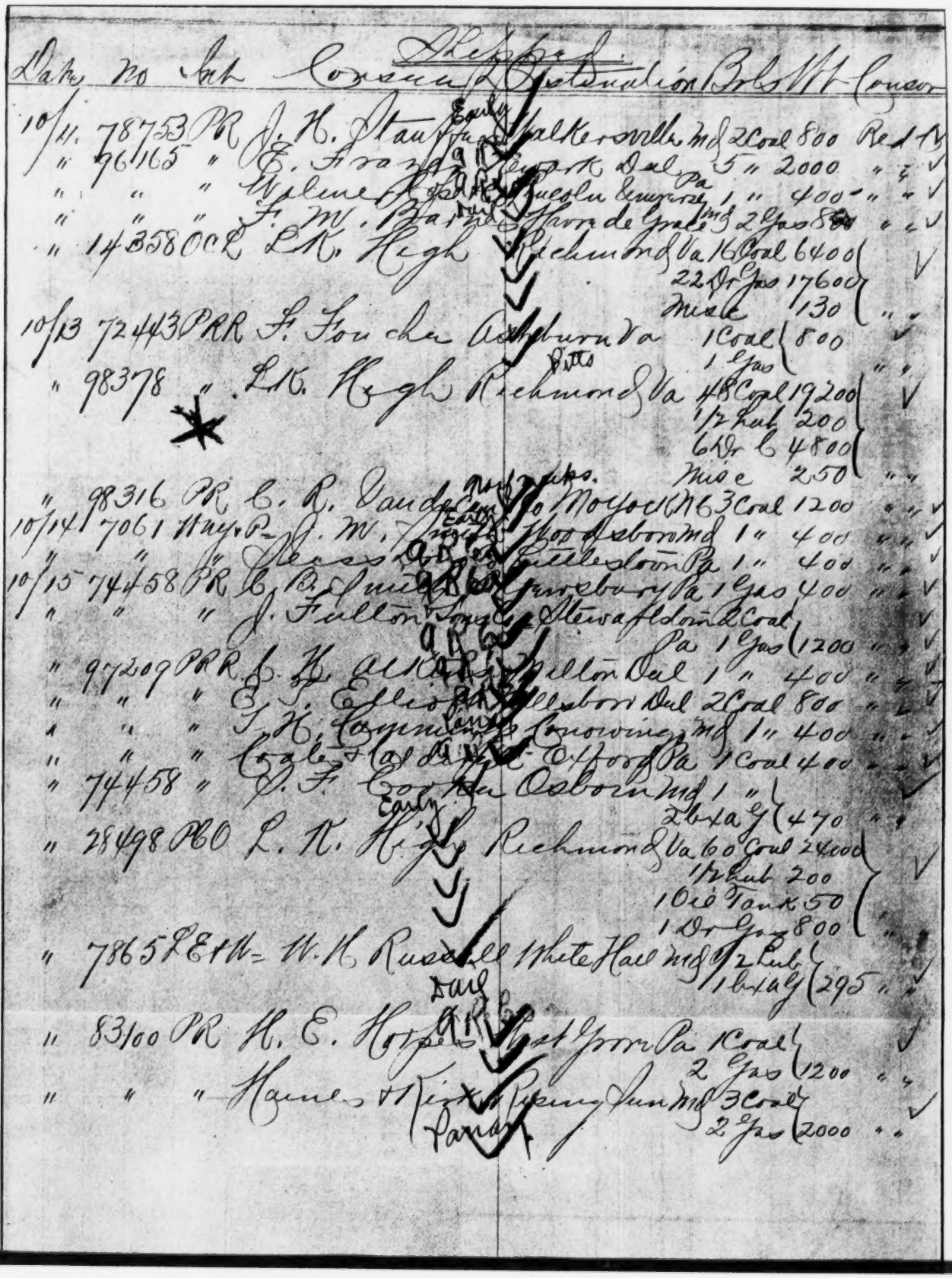
PETITIONER'S EXHIBIT 754.

(The words *A. R. Co.* in each case, the cross lines used as erasures, and the large checks in the middle of the page, are all in red pencil in the original; the other names interlined in black ink; and the remainder in black pencil.)



PETITIONER'S EXHIBIT 725.

(The words *A. R. Co.* in each case, and the large check marks in the middle of the page, are in red pencil in the original; the remainder in black ink.)



PETITIONER'S EXHIBIT 726.

[Matter inclosed in brackets stricken through in original.]

(NOTE.—Italicized words except as noted are in black ink in original; rest in blue or black pencil.)

N. C. R. R.

W. C. R. & S. Co..	H. Kennedy.....	Mt. Wash. [1 L] *Edmunds*....	Sept.	1	1 L.
S. O. & S. Co.....	Chattolance Hotel....	Chattolance, Md., *Edmunds*..			5 naph.
"	Avalon Inn.....	Stevenson, Md., *Edmunds*....			4 "
"	O. H. Fallon.....	Mercersburg, Pa., *A R*.....			1 L.
W. C. R. & Co.....	Glen Rock Stpg. Co ..	Glen Rock, Pa., *A R*.....	"	2	1 benz.
J. B. M. & Co.....	Heathcote & B.....	Freeland, Md., *A R Co*.....			2 gaso.
S. O. & S. Co.....	W. W. Reynolds.....	Monkton, Md., *Dail*.....			1 L.
J. H. & O. Co.....	T. M. Strother.....	Ruxton, Md., *Edmunds*.....			1 gaso.
[Standard].....	[J. H. Stauffer].....	[Walkersville, Md.].....			[1 L.]
J. H. O. Co.....	Chas. Carroll.....	Chattolance, Md., *Edmunds*..			1 kero.
S. O. & S. Co.....	J. F. Goucher.....	" " *Edmunds*..	"	3	1 naph.
Red C.....	Chas. Dearholt.....	Brooklandville, Md., *Edmunds*			1 kero.
[Stand.].....	[Melvale Dist. Co.]....	[Melvale, Md.].....			[2 L.]
J. H. O. Co.....	J. S Young Co.....	Hanover, Pa., *A R*.....	"	4	1 L.
[Dixie Oil Wks.]...	[W. Slade].....	[White Hall, Md.].....			[1 refl.]
					[Sept. 5.]
[Stand.].....	[Standard Oil Co.]....	[Parkton, Md.].....	["	6]	[1 naph.]
J. H. O. Co.....	Del. & Hudson Co....	Green Island, N. Y., *A R*....			2 L.
Red C.....	W. R. Matthews.....	Monkton, Md., *Dail*.....	"	6	1 kero.
[Stand.].....	[Oppenheim, O. & Co.]	[York, Pa.].....			[1 L.]
			["]	[7]	[7]

B. & P. R. R.

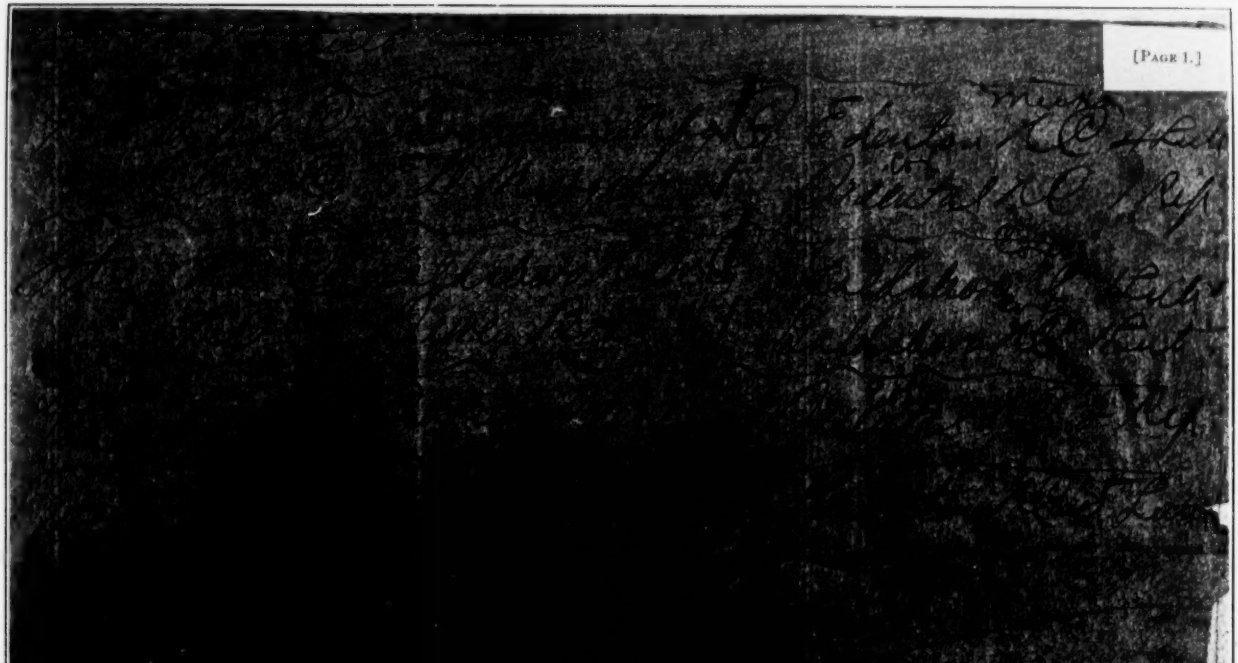
[9/8]	[W. C. R. Co.]				
Sept. 1	W. C. R. & S. Co.	F. S. Bowman	Woodstock, Va..	*Miley*.....	½ L.
" 2	S. O. & S. Co.....	Southern Oil & S. Co ...	[Pittsburg]		
			Petersb'g, Va ...	*Simp*.....	10 kero.
" 3	None.....				
" 4	W. C. R. & Son Co.	Jar River Cement Wks..	Locher, Va	*Greathead*	1 drum gaso.
" 5	None.....				
" 6	Red C.....	Fray & Cigler.....	Culpepper, Va ..	*Pitts*.....	1 L.
	W. C. R. & S. Co.	W. S. Jenkins.....	Leesburg, Va ...	*Pitts*.....	1 L.
	"	W. S. Moore's Sons	Alex., Va	*Waters*..	1 L.

Week ending Sept. 6th.
More to follow Tuesday.

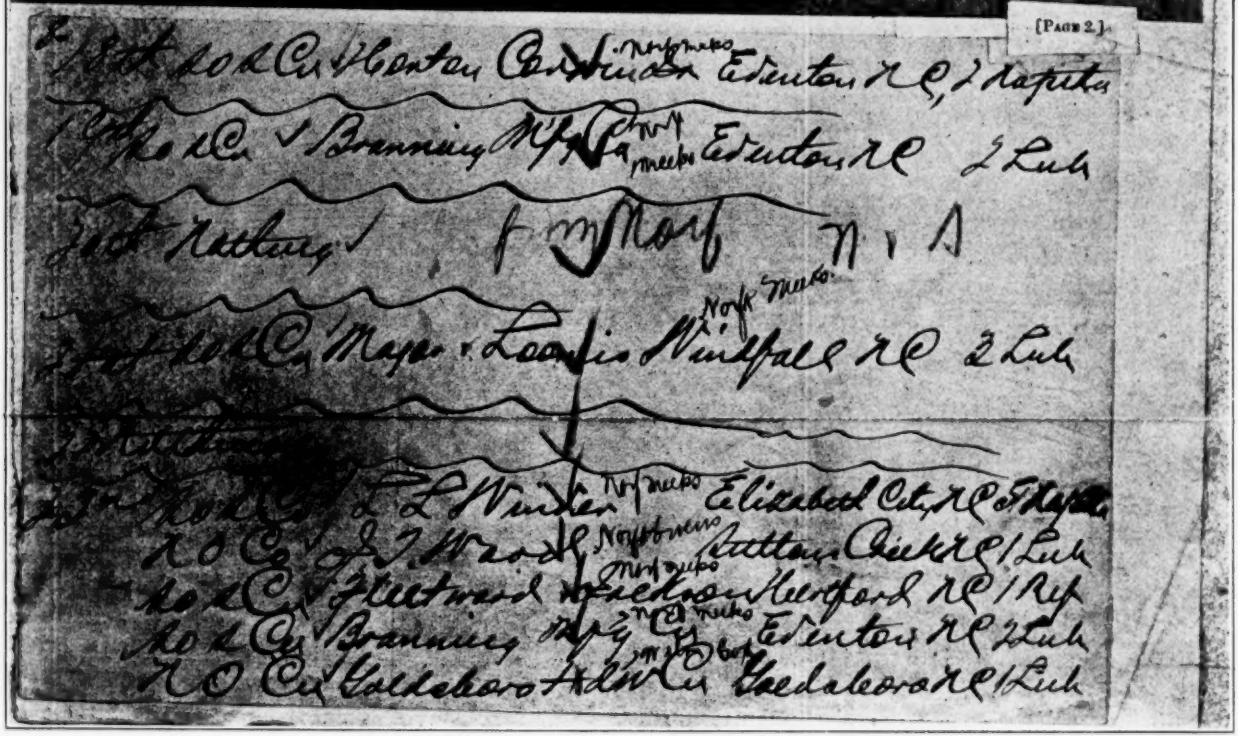
* Red pencil in original.

PETITIONER'S EXHIBIT 727.

(The words *from Norf.* and *N & S* on the second page, and the large check marks toward the middle of both pages, are in red pencil in the original; the words *S A L Norfk* in black pencil; and the remainder in black ink.)

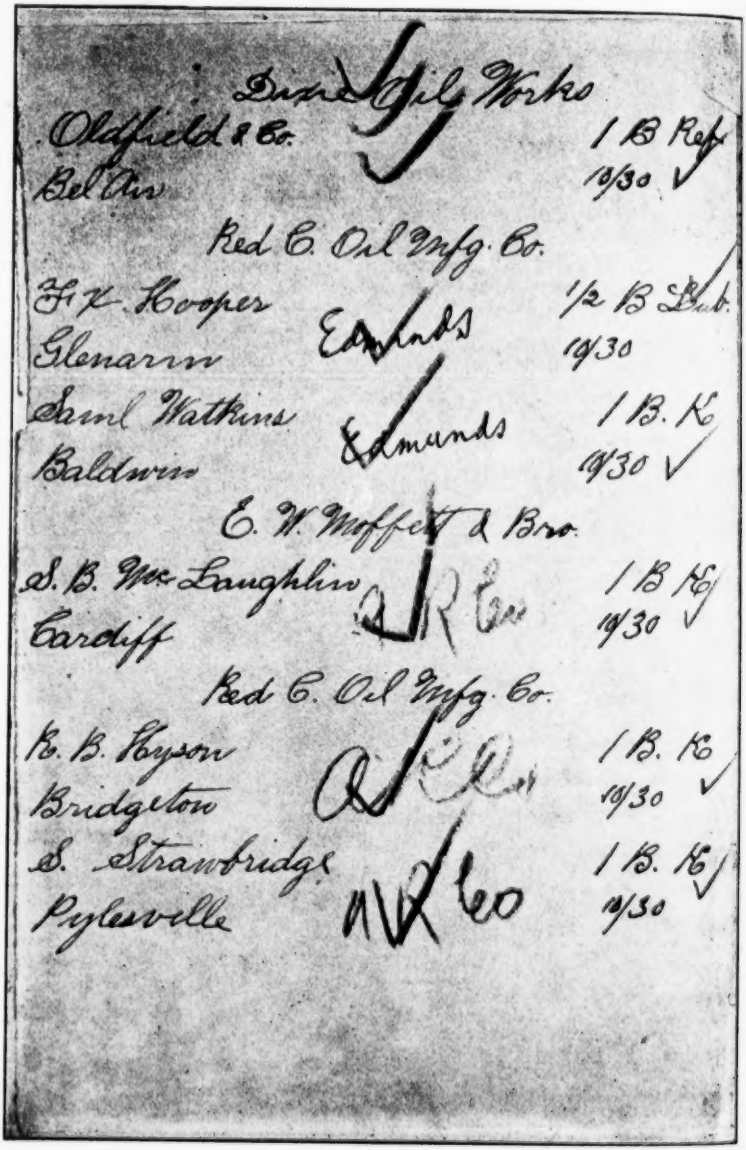


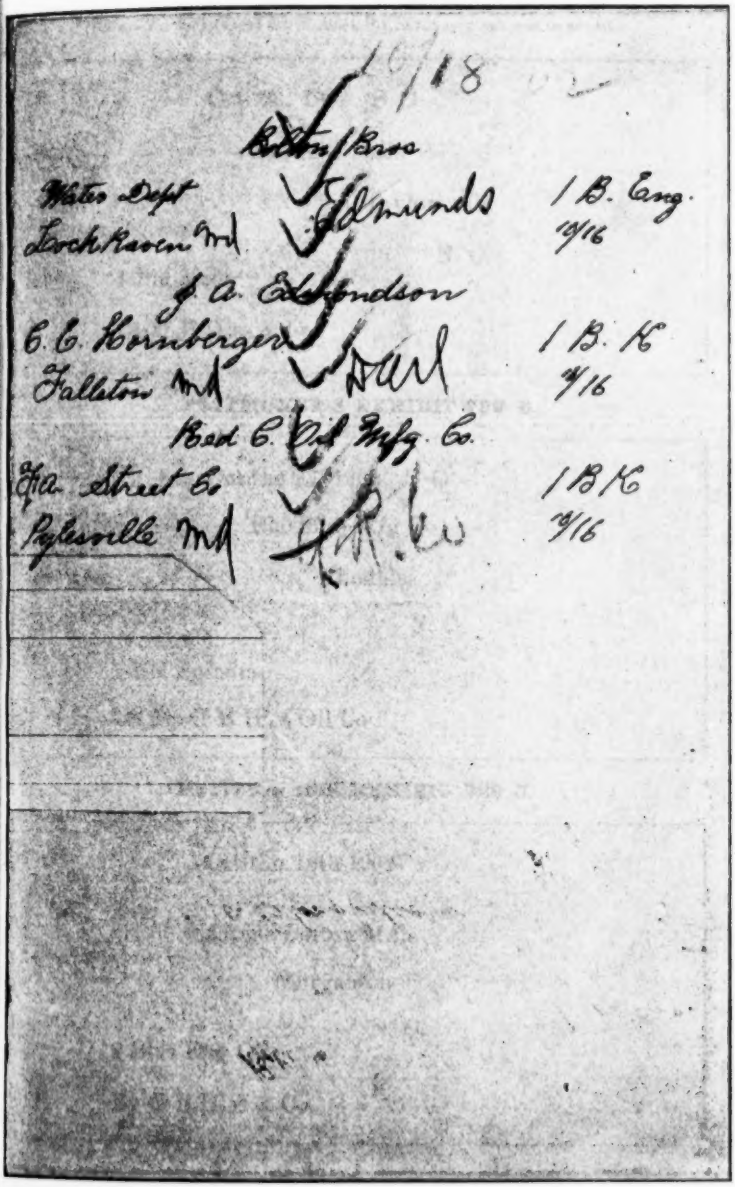
[PAGE 1.]



PETITIONER'S EXHIBIT 728—(Page 1).

(The words *A. R. Co.* in each case, and the large check marks, are in red pencil in the original; the entry *10-18-02* on the second page in blue pencil; and the remainder of both pages in black ink.)




10/18
Water Dept
Loch Raven Md
1 B. Eng.
10/16
C. C. Hornberger
Fallston Md
1 B. K
9/16
Eda. Street Co
Pylesville Md
1 B K
9/16

PETITIONER'S EXHIBIT 729 A.

(NOTE.—Words italicised are in black ink in the original, rest in pencil.)

Oct. 23, 1902 S O

S✓ Moore C Mills

Wilm
Farrar Taylorsville

N. C.

1 Bbl Mach ✓

By G B Hiss & Co

PETITIONER'S EXHIBIT 729 B.

Oct the 23, 1902 S O

Rhodhiss Mfg Co

Wilm
Hopkins Rhodhiss

S✓ N. C.

1 Bbl Spindle ✓

Oil By G B Hiss Oil Co

PETITIONER'S EXHIBIT 729 C.

S✓

Oct the 18th 1902

Alpine Cotton Mills

Hopkins. Morganton

N. C.

2 Bbls Eng Oil ✓

By G B Hiss & Co

PETITIONER'S EXHIBIT 730.

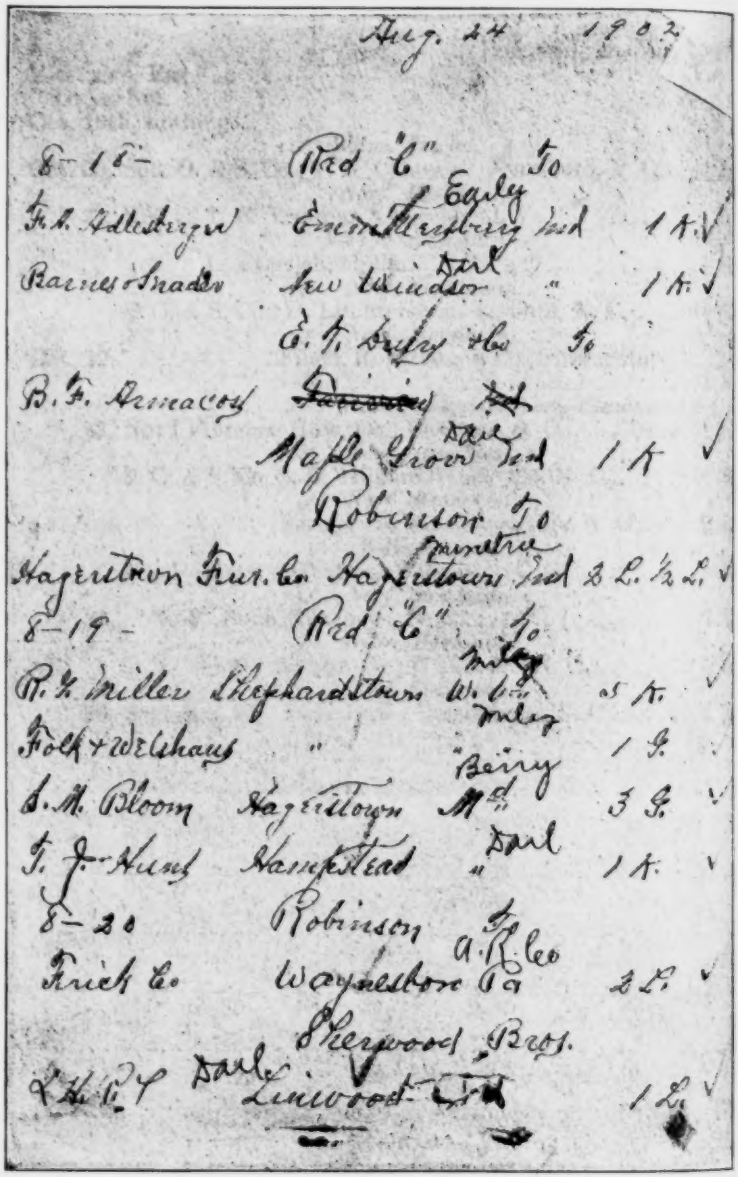
(NOTE.—The italicized words are in black ink in the original; the other entries, except check marks, in purple pencil.)

PORTSMOUTH, VA., 10/27.

F. STILES, Esq.
DEAR SIR:
Oct. 18th, nothing.

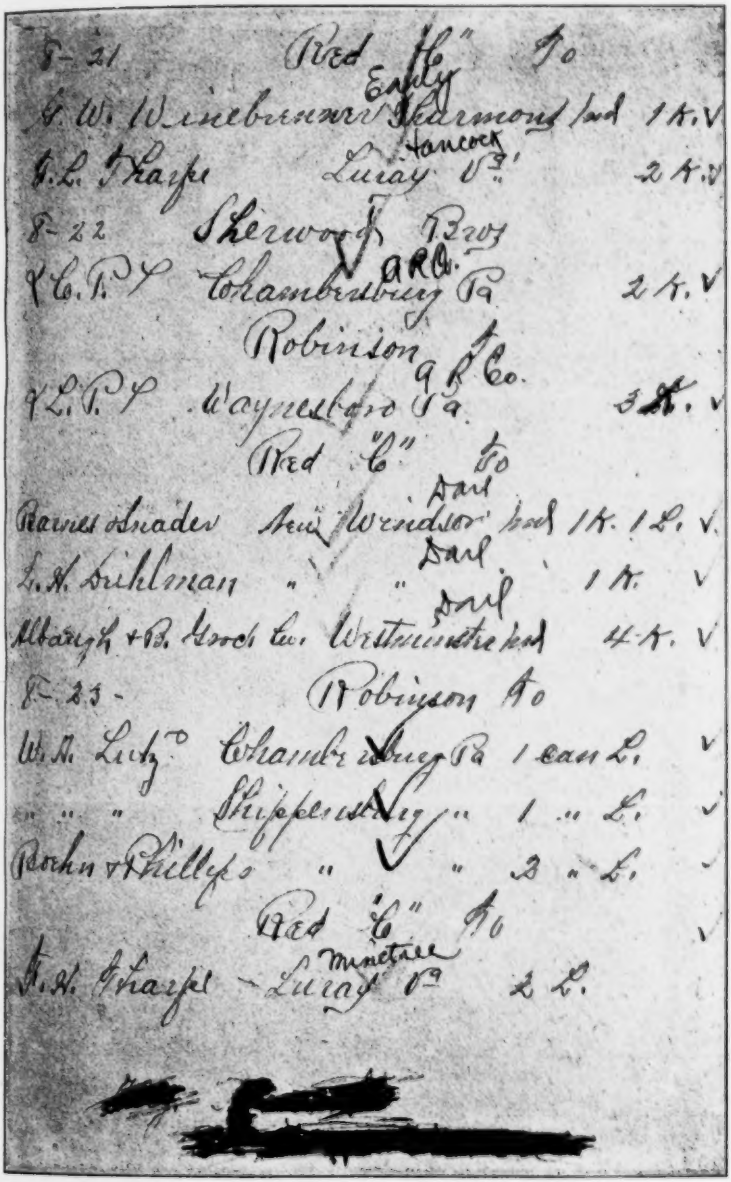
✓ *Wilm. Pescud.*
Oct. 20, Sou. O. & S. Co., T. N. Campbell, Jonesboro, N. C.. 1 L ✓
Norf. Meeks.
" 21, Red C, T. E. Tratman, Churchland, Va..... 3 R ✓
Norf. Steadman.
" L. Fraelich, Halifax, N. C..... 1 R ✓
✓ *Norf. Steadman.*
S. O. & S. Co., D. Litchterstein, Tarboro, N. C..... 10 R ✓
✓ *Norf. Steadman.*
Oct. 22, " Finch, Robertson & Co., Spring Hope, N. C..... 1 R ✓
✓ *Wilm. Barksdale ~~Norf. Steadman.~~*
" 23, Nat'l Florence Hdw. Co., Florence, S. C..... 1 L ✓
✓ *Norf. Steadman.*
S. O. & S. Co. S. B. Hilliard, Nashville, N. C..... 1 R ✓
✓ *Norf. Steadman.*
" Farmer Oil Mills, Nashville, N. C..... 2 L ✓
✓ *Wilm. Pescud.*
Nat'l—Mayo & Watson, Wilson, N. C..... 1 L ✓
✓ *Norf. Steadman.*
" 24, " E. Bone, Teacheys, N. C..... 1 L ✓
✓ *Wilm. Barksdale.*
" Whiteville Lbr. Co., Whiteville, N. C..... 5 L ✓
✓ *Norf. Steadman.*
" 25, S. O. & S. Co., Pope Bros., Battlesboro, N. C..... 1 L ✓

(The words *A. R. Co.* throughout this exhibit are in red pencil in the original; the large check marks partly in red pencil and partly in black pencil; the words *W Md* on the third page in black pencil; the remainder in black ink.)

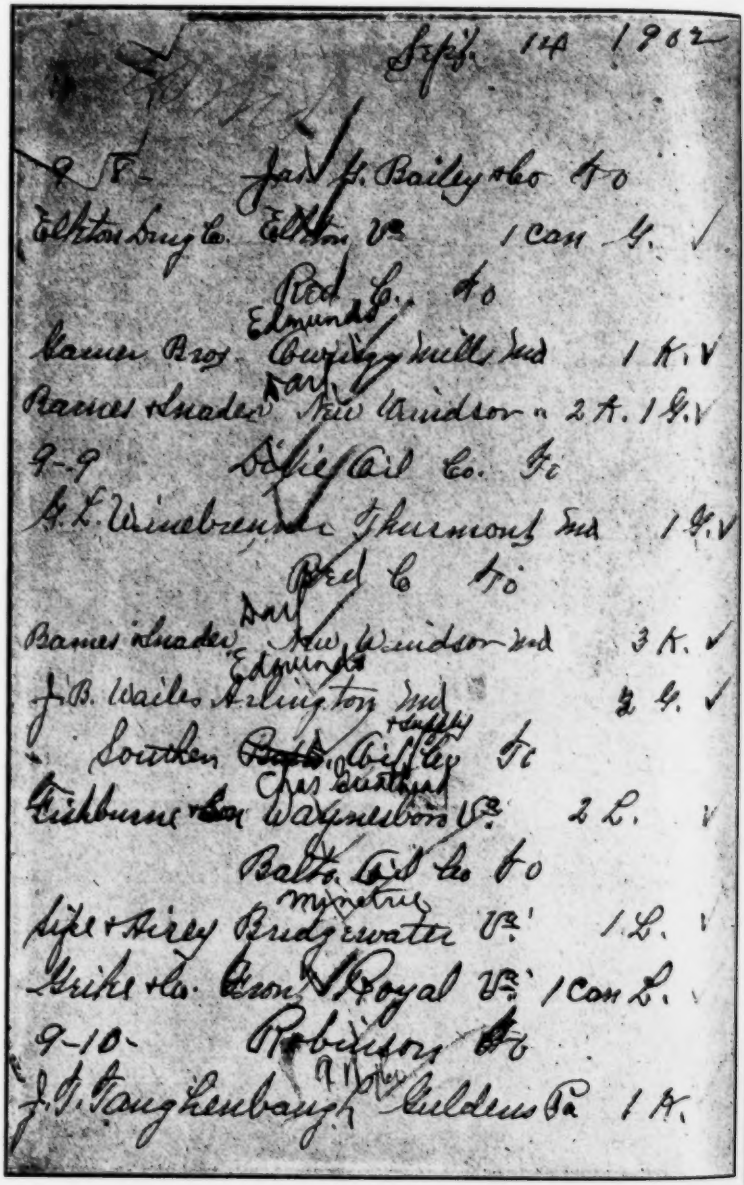


Aug. 24 1902.

8-18-	Red "C"	To		
F. A. Adelsberger	Emmitsburg	Md	1 A.	✓
Barnes & Snader	New Windsor	"	1 A.	✓
	E. T. Bixler & Co	To		
B. F. Armacost	~~Taneytown~~	~~Md~~		
	Maple Grove	Md	1 A	✓
	Robinson	To		
Hagerstown Fur. Co	Hagerstown	Md	2 L. ½ L.	✓
8-19-	Red "C"	To		
R. L. Miller	Shepherdstown	W. Va	5 A.	✓
Folk & Wareham	"		1 L.	
S. M. Bloom	Hagerstown	Md	3 L.	✓
T. J. Kuns	Hancock	"	1 A.	✓
8-20	Robinson	To		
Frick Co	Waynesboro	Pa	2 L.	✓
	Sherwood Bros.			
K & B P	Linwood	Md	1 L.	✓



8-21 Red "H" Co
E. W. Winebrenner Hagerstown Md 1 K. V
G. L. Sharpe Lucas Co 2 K. V
8-22 Sherwood Bros
C. P. Chambersburg Pa 2 K. V
Robinson & Co.
L. P. Waynesboro Pa 3 K. V
Red "C" Co
James Shrader New Windsor Md 1 K. 1 L. V.
L. A. Dahlman " " 1 K. V
Murphy & Bro. Westminster Md 4 K. V
8-23 Robinson & Co
W. H. Lutz Chambersburg Pa 1 can L. V
" " Shippensburg " 1 " L. V
Rohn & Phillips " " 3 " L. V
Red "C" Co V
F. A. Sharpe Lucas Co 2 L.


Sept. 14 1902

9-8 Jas. F. Bailey & Co 4 o

Elkton Drug Co. Elkton Va 1 Can L. ✓

Red L. 4 o

Edmunds

Barnes Bros. Cuffey's Mills Md 1 K. ✓

Barnes & Snader New Windsor " 2 K. 1 G. ✓

9-9 Bixler Coal Co. Fo

A. L. Winebrenner Thurmont Md 1 G. ✓

Red L 4 o

Barnes & Snader New Windsor Md 3 K. ✓

J. B. Wailes Arlington Md 2 G. ✓

Southern Bixler Fo

Gilbourne & Co Walkersboro Va 2 L. ✓

Balto. Coal Co 4 o

Life & Airey Bridgewater Va 1 L. ✓

Strike & Co. Grove Royal Va 1 Can L. ✓

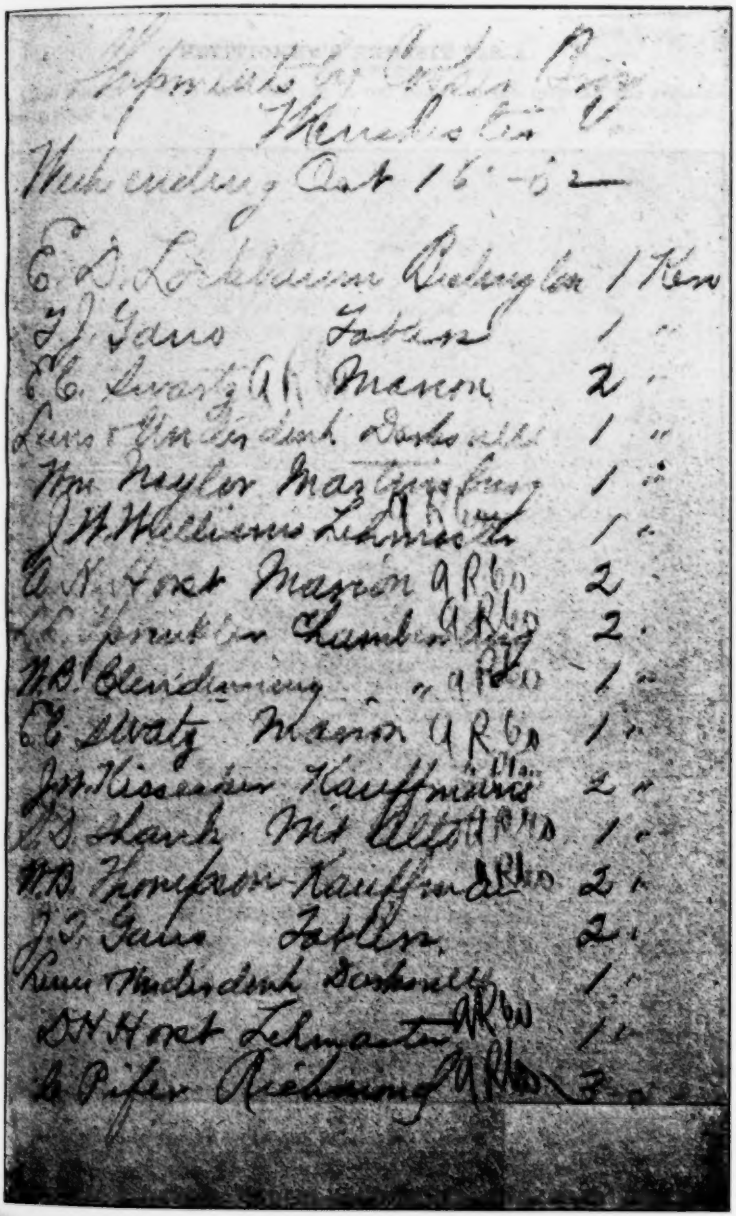
9-10 Robertson 4 o

J. T. Shaughenbaugh Baldwin Pa 1 K.

9-10 Balto. Oil Co. To
W. S. Byron & Son Williamsport Md 2 L
Vaccum Oil Co To
Crawford Woolen Co Calcabrook Va 1 L
9-11 Red C Co. To
W. R. Straw Pen Mar Pa 1 B.
J. H. Gouldsmith Union Bridge Md 1 K.
Oakland Mfg. Co. Edmunds Morris Md 2 B.
9-12 Dixie Oil Co. To
S. M. Zepp Westminster Md 1 K.
Balto. Oil Co. To
Chas Webb Hagerstown Md. 1 can L.
9-13 "Red C" To
J. B. Fuary Union Bridge Md 1 K.
S. Holtz " " " 1 K.
W. R. Straw " " " 1 K.
W. R. Zimmerman Emmittsburg " 1 K.
Catapsco Oil Co. To
Buena Vista Wood Co Buenas Vista Md
2 Cans L.

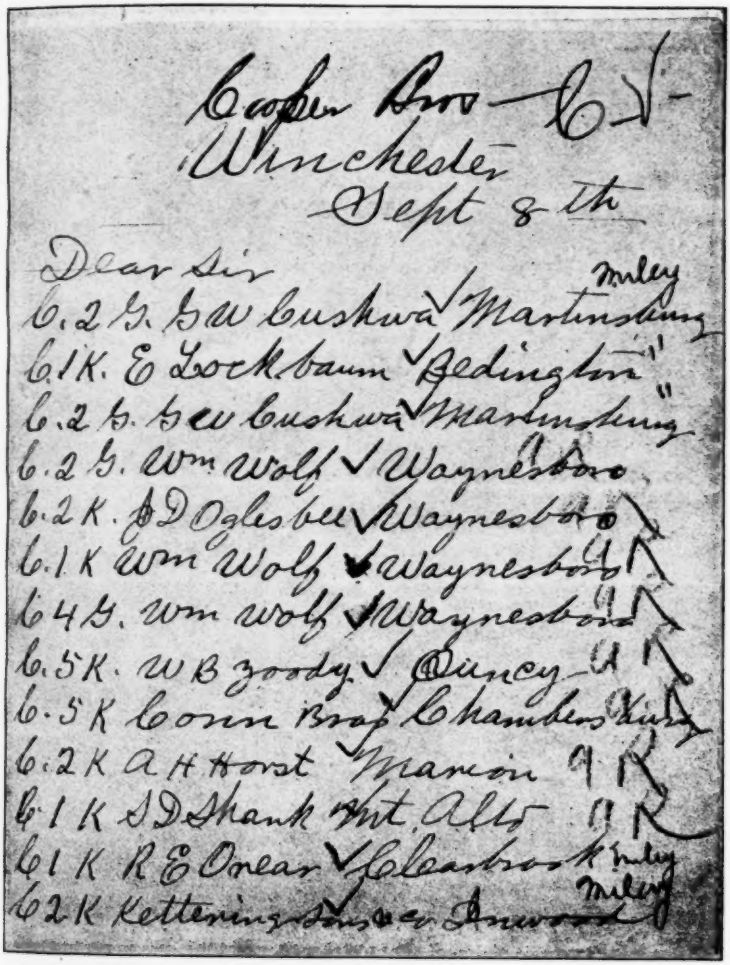
PETITIONER'S EXHIBIT 732.

(The words *A. R. Co.* in each case are in red pencil in the original; the remainder in black pencil.)



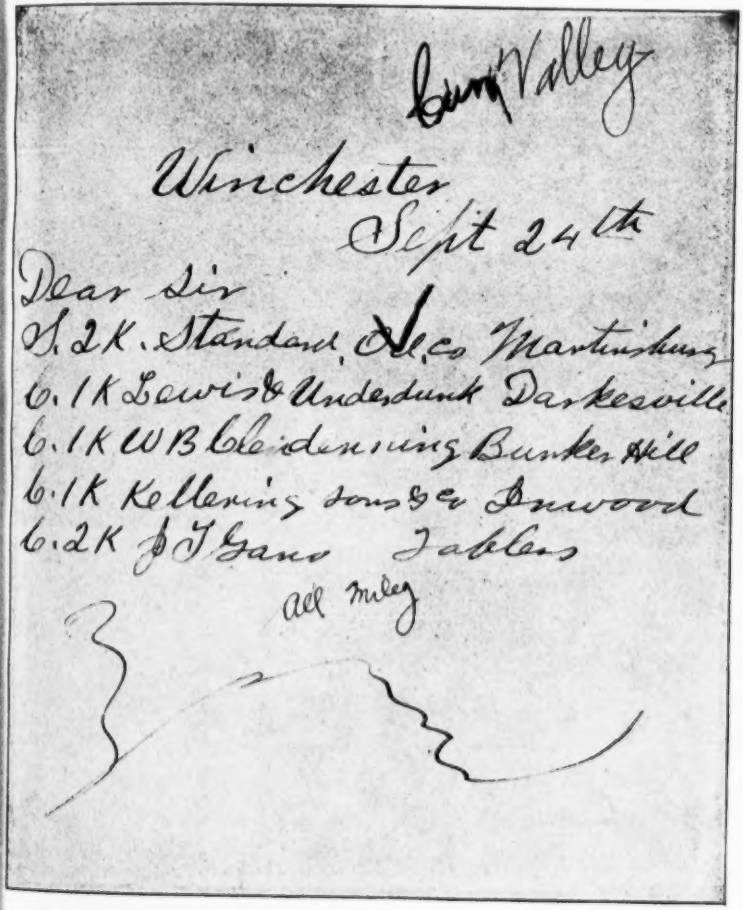
PETITIONER'S EXHIBIT 733-A.

(The initials *A. R.* in each case are in red pencil in the original; the remainder in black ink.)


Cooper Bros
Winchester
Sept 8th
Dear Sir
6.2 G. S W Cushwa Martinsburg
6.1 K. E Lockbaum Bedington
6.2 G. S W Cushwa Martinsburg
6.2 G. Wm Wolf Waynesboro
6.2 K. J D Oglesbee Waynesboro
6.1 K Wm Wolf Waynesboro
6.4 G. Wm Wolf Waynesboro
6.5 K. W B Goody Quincy
6.5 K Conn Bros Chambersburg
6.2 K A H Horst Manson
6.1 K J D Shank Mt. Alto
6.1 K R E Onear Clearbrook
6.2 K Kettering Inwood

PETITIONER'S EXHIBIT 733-B.

(The check mark about the middle of the page is in red pencil in the original; the remainder in black ink.)


Shen Valley

Winchester

Sept 24th

Dear Sir

6. 2K. Standard Wks Martinsburg

6. 1K Lewis & Underdunk Darkesville

6. 1K W B Cleidenning Bunker Hill

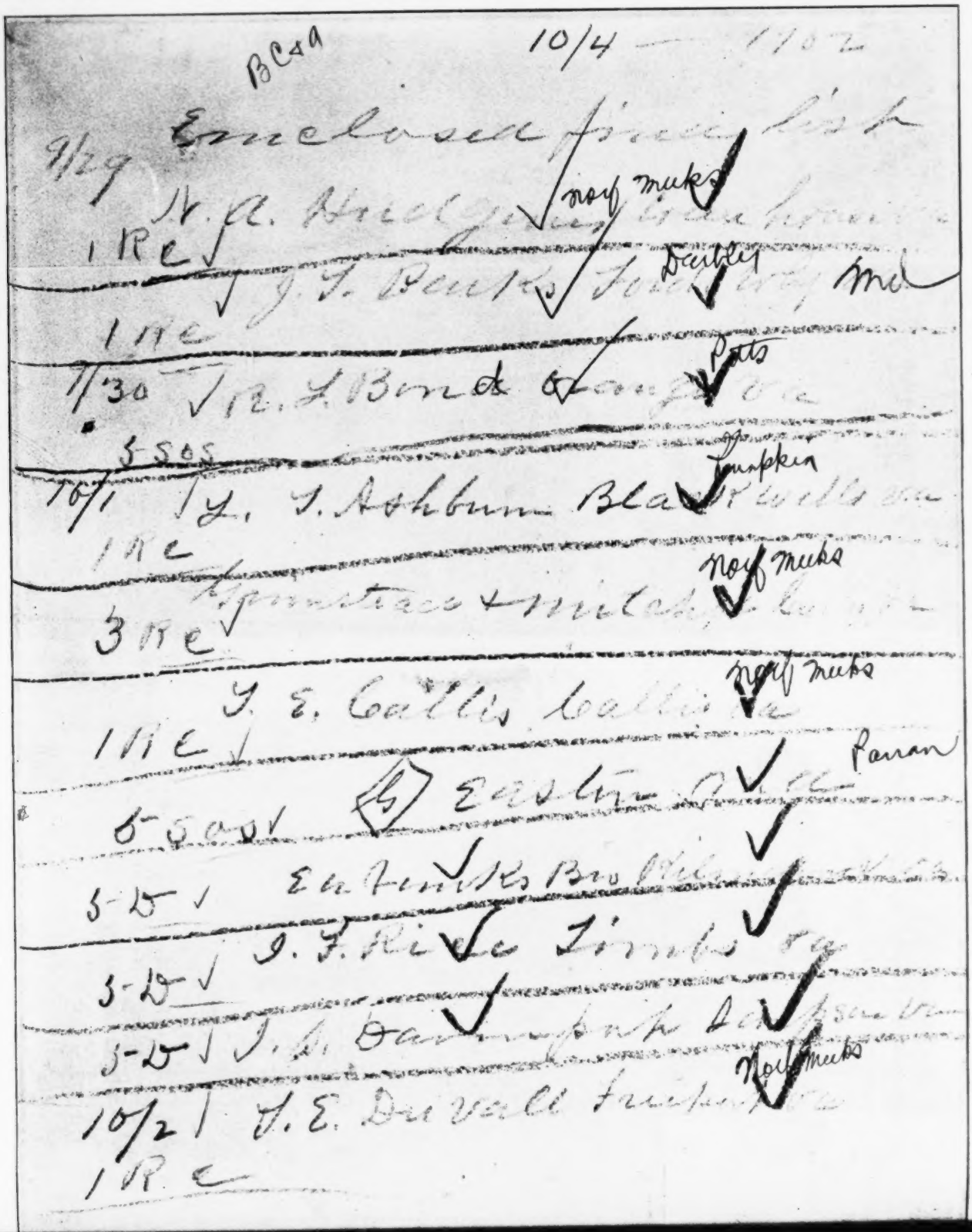
6. 1K Kellering Sons & Co Inwood

6. 2K J T Gano Tables

All Riley

PETITIONER'S EXHIBIT 734.

(The principal entries are in purple pencil in the original; the cross lines and part of the checks in red pencil; the remaining checks and the correction *Md.* in black pencil; the interlined names and the initials *B C & A* in black ink.)

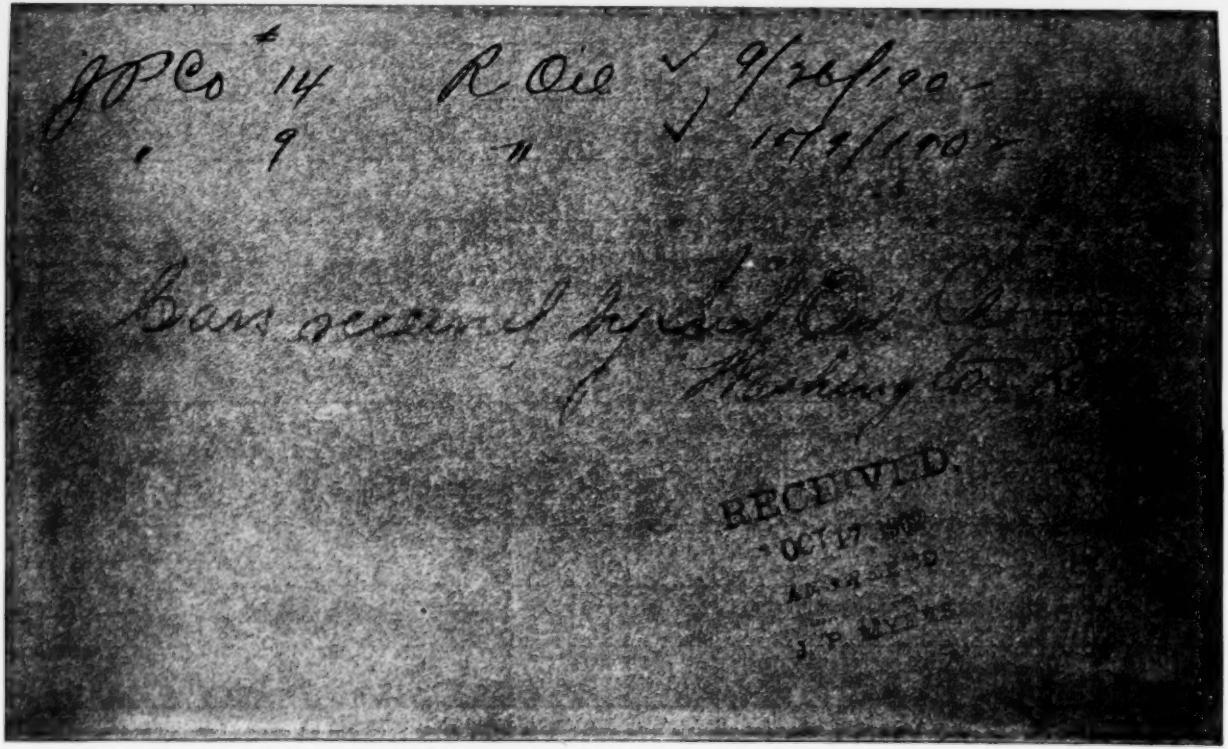


PETITIONER'S EXHIBIT 734—Reverse side.

10/2 H.C. Anderson Dallas 8 x 11 m c
1 D ✓
Burnham & Mitchell calls
1 D ✓
9/30. H.C. Dodson Ol-Nicholls m c
5-R ✓
10/4 ✓ [M] Timbs Va
5-9 x 11
✓ H.A. Todd Salisbury m c
5-R C

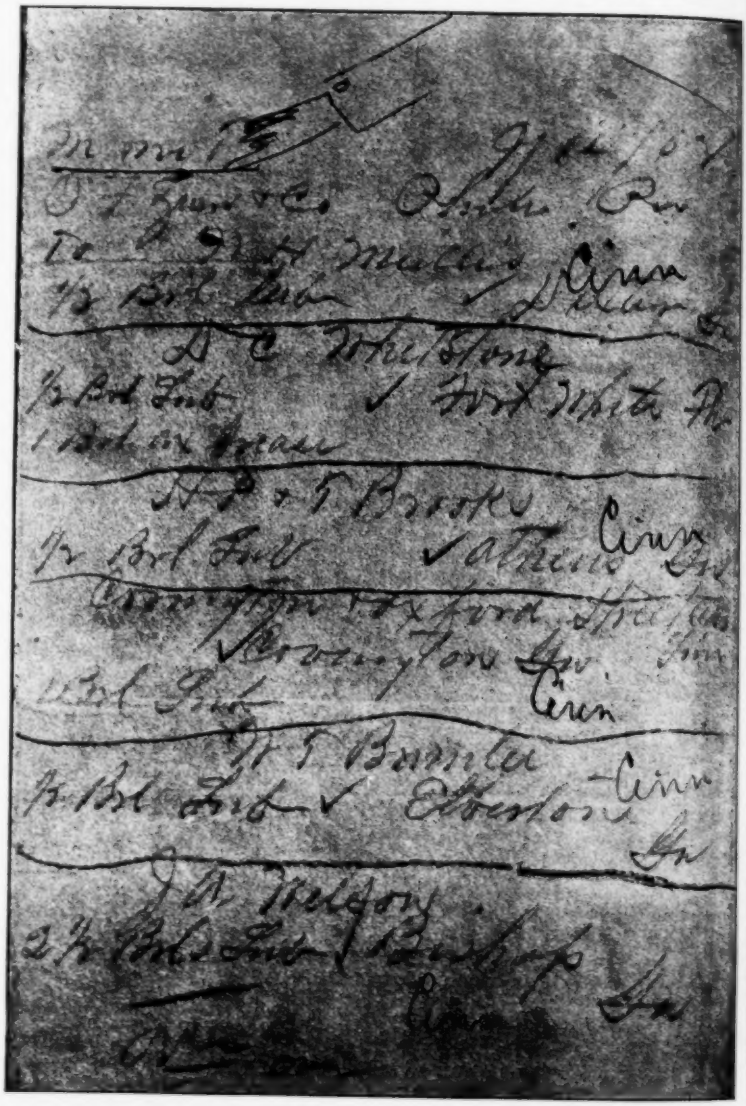
(Proof)

(The two entries at the top are in black ink in the original; the remainder of the writing in black pencil.)

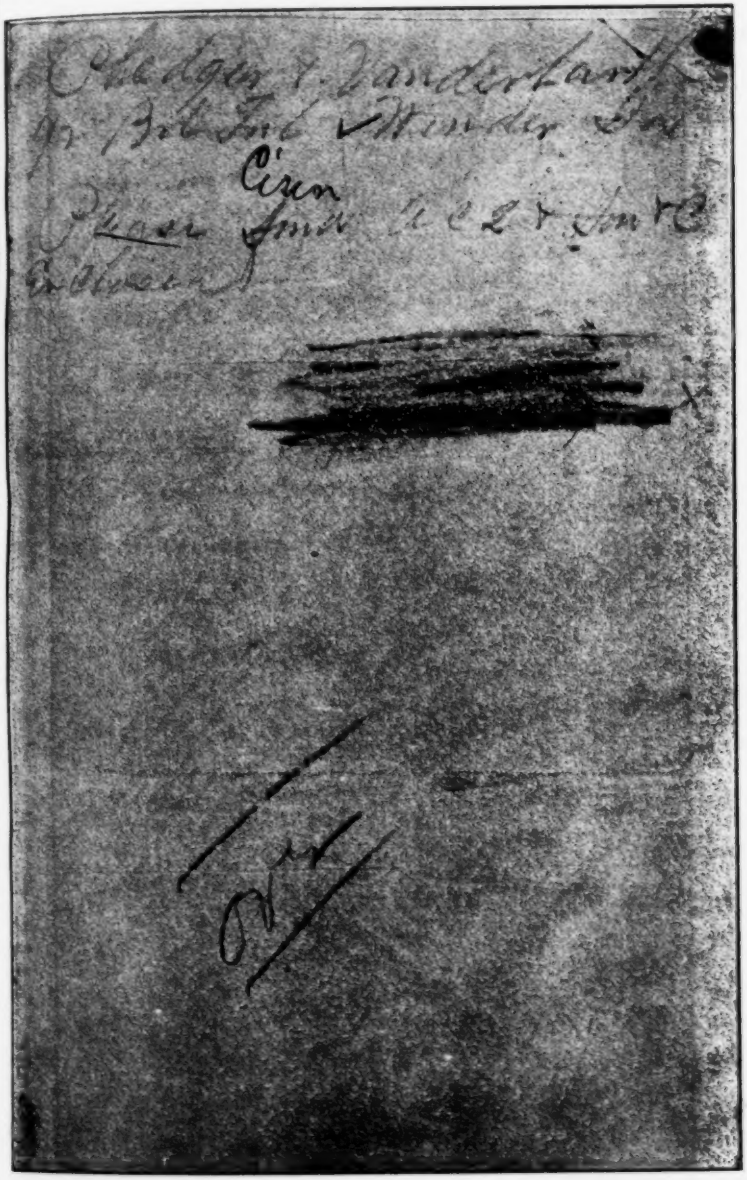


PETITIONER'S EXHIBIT 736.

(The principal entries are in black pencil in the original; the word *Cinn.* in each case, and the pointing hand, in red ink; the cross lines in red pencil; the word *over* in each case, and the apparent erasure on the reverse side, in blue pencil.)

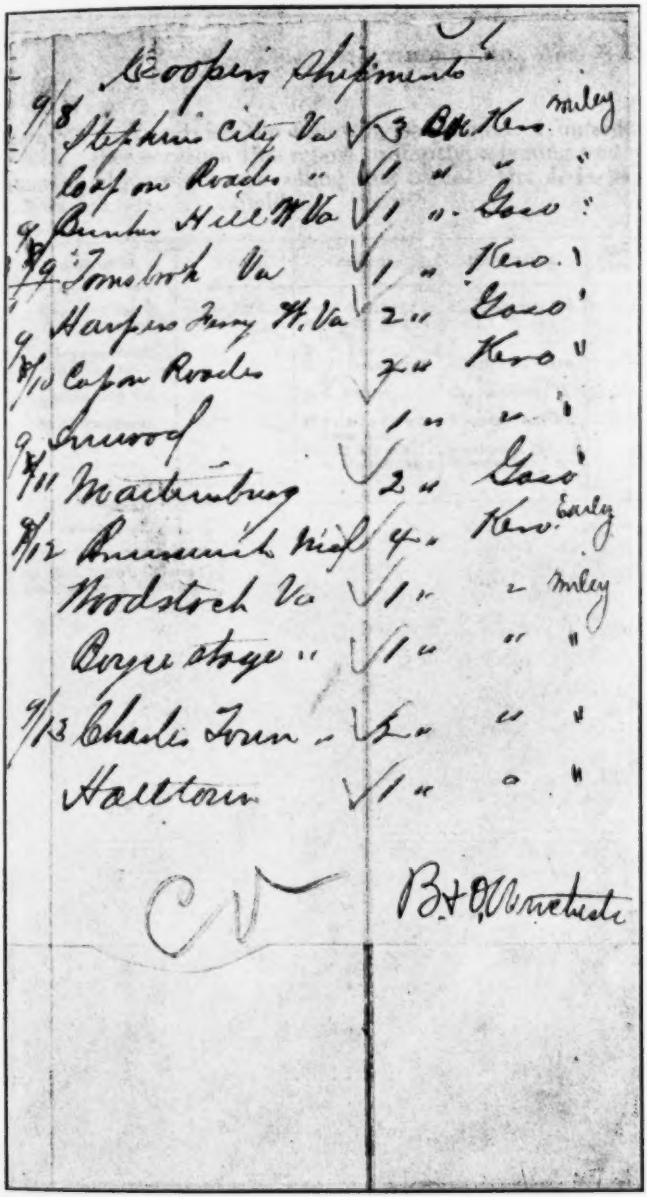


PETITIONER'S EXHIBIT 736—Reverse side.



PETITIONER'S EXHIBIT 737.

(The initials *C V* and the check marks are in black pencil in the original; the remainder in black ink.)


Coopers Shipments
9/8 Stephens City Va 3 B&O Kerr Miley
Loaf on Roads " 1 " " "
9 Bunker Hill W Va 1 " Gaco "
9/9 Jonesboro Va 1 " Kerr "
9 Harpers Ferry W. Va 2 " Gaco "
9/10 Capon Roads 2 " Kerr "
9 Inwood 1 " " "
9/11 Martinsburg 2 " Gaco "
9/12 Summit Point 4 " Kerr Early
Woodstock Va 1 " " Miley
Boyce stage " 1 " " "
9/13 Charles Town 2 " " "
Halltown 1 " " "
C V
B & O Westbound

PETITIONER'S EXHIBIT 738.

Form G 036—4-7-1902—75 books.

BALTIMORE, MD., *Nov. 7, 1903.*

No. 1105.
Mr. I. G. WEST.

DEAR SIR:—We advise the following shipments of outside oil in your field. Please return this report promptly, advising under head of remarks, why we are not selling this trade. Mr. ~~J. L. Minetree~~ *F. A. Hancock* ..... Field.

Date shipped.	Consignor.	From.	Consignee.	Destination.	No. bbls.	Grade.
1 11/22...	Red C Oil Co.....	Balto., Md....	Berg & Heard....	Hagerstown, Md..	½	Lub
2.....	W. C. Robinson...	"	Windsor Knit Mills.	" ..	1	"
3.....	Sherwood Bros....	"	M. P. Levy.....	" ..	1	"
4 10/2....	Red C O. Co.....	"	C. J. Dulaney & Bro.	Charlottesville, Va.	1	"
5 10/14...	Harlem Imp. Co...	"	J. L. Pentz.....	Charlestown, W. Va.	1	"
6.....	W. C. Robinson ...	"	Hagerstown Brew. Co.	Hagerstown, Md.	2	"
7 10/16...	" ...	"	Union Mfg. Co....	Frederick, Md....	1	"
8 10/27...	" ...	"	J. S. Halterman ..	Winchester, Va...	1	"
9.....						

(Stamp.)

Received Nov. 9, 1903, Referred to....Answered by I. G. West.

(The words written diagonally are in red ink on the original; also the figure *718* on the first page, and the figures under the column headed *Advice* on the second page, and those under the column headed *Price* on the third page; the remaining entries in black ink.)

[PAGE 1.]

1 Form G-51—10M. 8-14-1902.

Name Geo C Oldham Town Port Deposit Md

P. O. _____ Sh. Pt. _____ Salesman Farran NEAREST TANK WAGON Station Port Deposit Md Rate _____

Date Shipped	Year	Shipped by	From	No. Bbls.	Kind of Oil	Price	Remarks
1/6	1902	Red C	Balto	3	Refd	1/21	Bought Barrels of Red C and believe am getting Good value for same. Do not believe in paying monopoly prices. Have used O. gas. for launch. Do not burn carefully regulated 1/17 - Same 2/25 - Same. Do not favorable to me.
1/9		"	"	3	"		
1/17		"	"	3	"		
1/27		"	"	3	"	#160	
2/3		"	"	3	"	#196	
2/14		"	"	3	"		
3/6		Do Co	"	3	Ref C		
3/19		Red C	"	4	Ref D	#307	
3/15		Do Co	"	3	Ref C		
3/1		Red C	"	3	Ref D		
4/1		Do Co	"	3	Ref C		
5/24		"	"	2	Ref D	718	
"		"	"	1	Gas	"	

C-3-3 — ~~$7.44~~

[PAGE 2.]

2 Form G-51—10M. 8-14-1902.

Name G C Oldham Town Port Deposit Md

P. O. _____ Sh. Pt. _____ Salesman Farran NEAREST TANK WAGON Station _____ Rate _____

Date Shipped	Year	Shipped by	From	No. Bbls.	Kind of Oil	Price Advice	Remarks
6/7	1902	Do Co	Balto	2	Ref D	770	Have used one barrel of Red C and do not believe it gives as good results as Ref D. Have used Gas for launch.
6/24		"	"	1	Gas	"	
6/21		"	"	2	Ref C	800	
7/5		"	"	2	Ref D	938	
"		"	"	1	Gas	"	
7/19		"	"	2	Ref D	"	
"		"	"	1	Gas	"	
7/26		"	"	1	"	953	
8/23		"	"	1	"	1072	
"		"	"	2	Ref D	"	
8/30		"	"	1	Gas	1072	

[PAGE 2.]

2 Form G-51—10M 8-14-1902

Name G C Oldham Town Port Deposit Md

P. O. _____ Sh. Pt. _____ Salesman Carran NEAREST TANK WAGON Station _____ Rate _____

Date Shipped	Year	Shipped by	From	No. Bbls.	Kind of Oil	Price	Remarks
6/7	1902	D & Co	Balto	2	D S	770	Towards use & keep down cause for heavy
6/14		"	"	1	Gaso	"	
6/21		"	"	2	K S	800	
7/5		"	"	2	D S	938	
"		"	"	1	Gaso	"	
7/19		"	"	2	D S	"	
"		"	"	1	Gaso	"	
7/26		"	"	1	"	963	
8/23		"	"	1	"	1072	
"		"	"	2	D S	"	
8/30		"	"	1	Gaso	1073	
9/13		"	"	1	"	1141	
"		"	"	2	K S	"	

E. 4 C.

[PAGE 3.]

3 Form G-51—10M 8-14-1902

Name G C Oldham Town Port Deposit Md

P. O. _____ Sh. Pt. _____ Salesman Carran NEAREST TANK WAGON Station _____ Rate _____

Date Shipped	Year	Shipped by	From	No. Bbls.	Kind of Oil	Price	Remarks
9/27	1902	D & Co	Balto	2	D S	1173	
"		"	"	1	Gaso	"	
10/10		"	"	1	"	1199	
"		"	"	3	D S	"	
11/1		"	"	3	" 10/11		
"		"	"	3	" 10/18		
"		"	"	3	" 10/25		
"		"	"	1	Gaso "		
11/15		"	"	3	D S		
"		"	"	2	D S Gaso		
11/22		"	"	3	D S		
12/17		Red C	"	4	K S		
12/6		D & Co	"	3	D S		

E. 4 C.

COPY BOUND CLOSE IN CENTER

(All entries in black ink in the original.)

Form C-81—2nd Edition

Name J. E. Wall Town Beatpitch Md

P. O. Sh. Pt. Salesman Foran Station NEAREST TANK WAGON Starlock Va. Race

Date Shipped	Year	Shipped by	From	No. Bbls	Kind of Oil	Price	Remarks
						1/3	Stockholder & Operator also has storage for white & dealt oil together with Ref C & is on main road & convenient for changes

Ex. 60

32555—vol. 10—08. (To follow page 1791.) No. 2.

Form G-61.—10M—6-1908

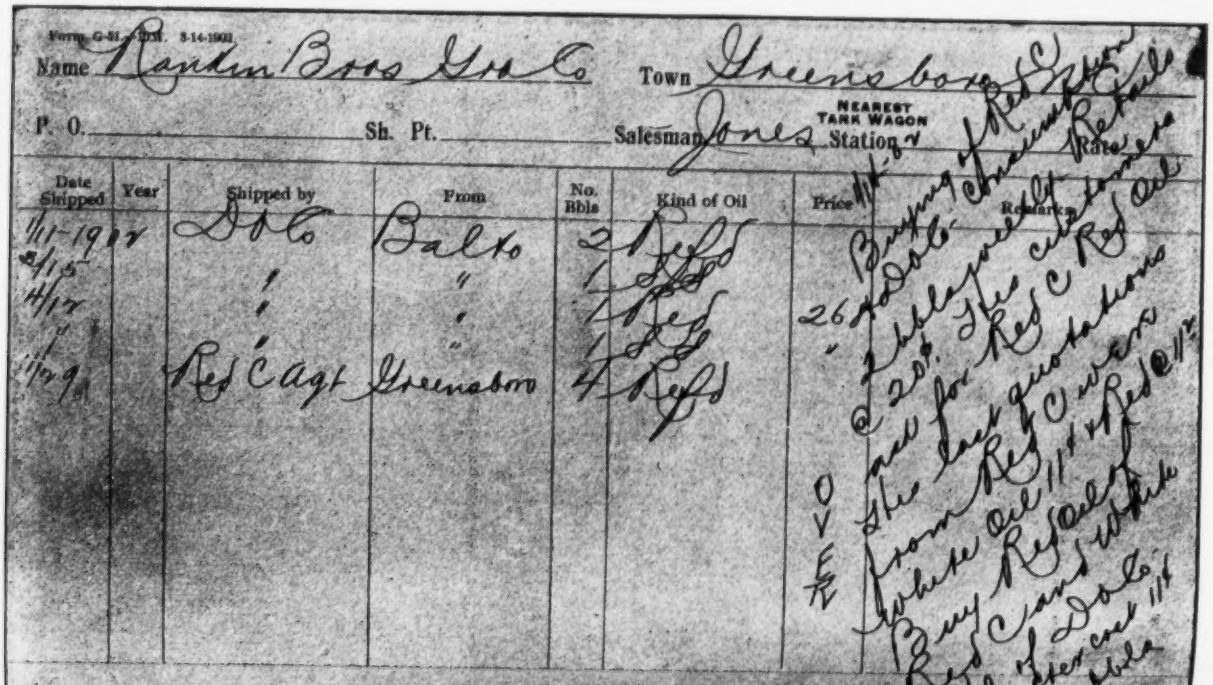
Name N. C. Dodson Town St Michaels Md

P. O. _____ Sh. Pt. _____ Salesman Parsons NEAREST TANK WAGON Station Easton Date 1/ 1908

Date Shipped	Year	Shipped by	From	No. Bbls	Kind of Oil	Price	Remarks
11/1-	1908	D. & Co	Balto	1	N C		1/2 pt Drums 1 Waterman white 1 Mining Bank white 1 1/2 pt Robert Baltz 1 1/4 " white 1 Stone Bottle 1

PETITIONER'S EXHIBIT 742.

(The words written diagonally, the word *Over*, and the words on the reverse side, are in red ink in the original; the remaining entries in black ink.)



Form G-81 — Rev. 3-14-1922

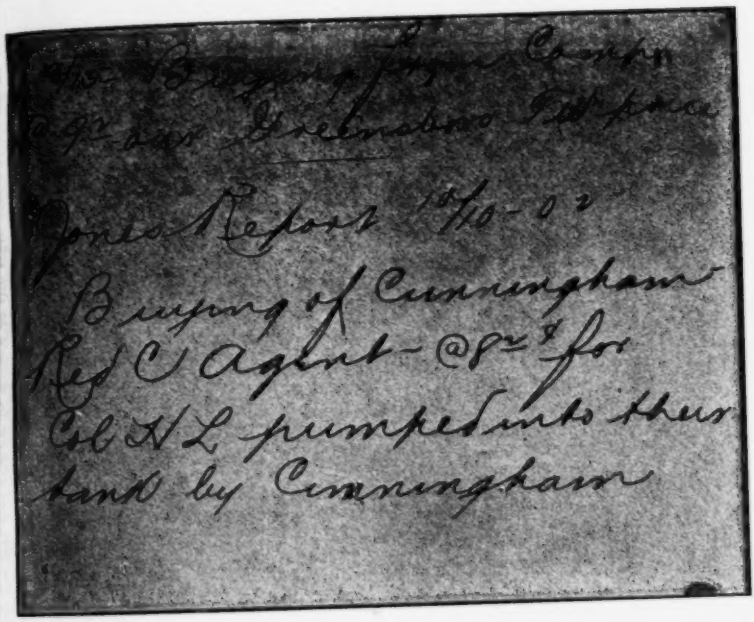
Name Rankin Bros Gro Co Town Greensboro

P. O. _____ Sh. Pt. _____ Salesman Jones NEAREST TANK WAGON Station N Rate

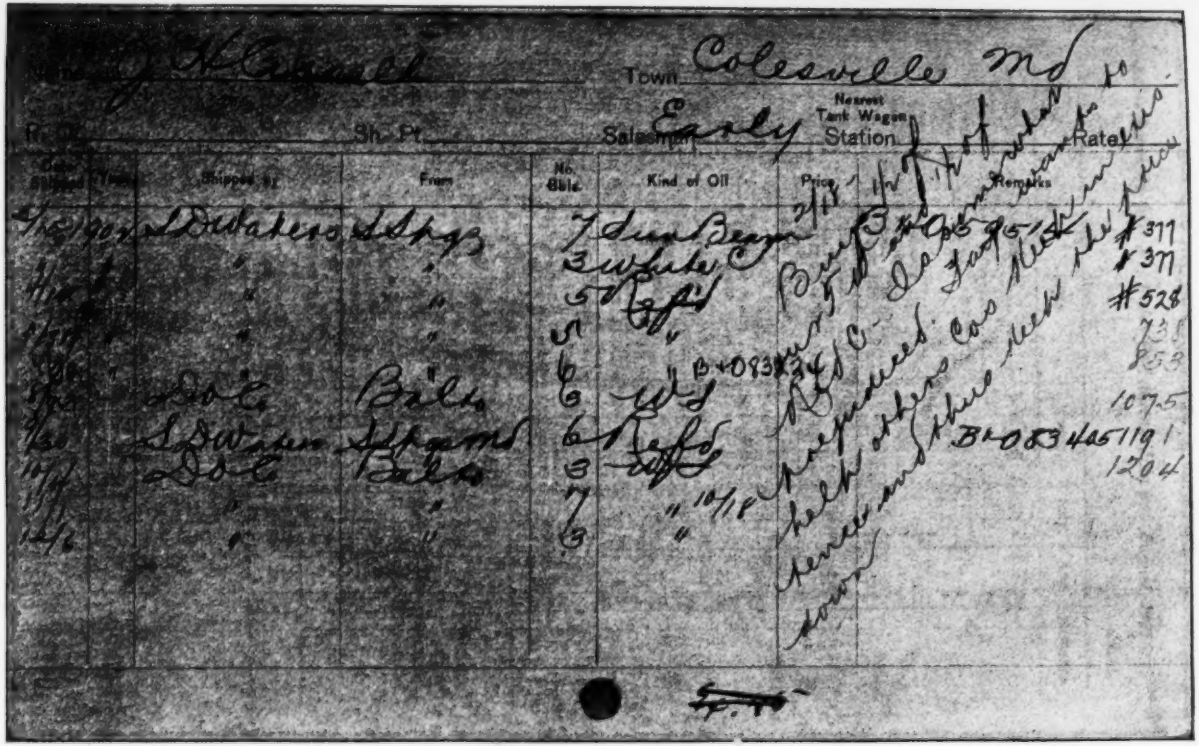
Date Shipped	Year	Shipped by	From	No. Bbls	Kind of Oil	Price	Remarks
11-1-19	17	D & Co	Balto	2	Refd		Buying of Red C
3/15		"	"	1	Refd		Sweet Retail
4/17		"	"	1	Refd		Rate
"		"	"	1	Refd	26	Dole Sweet
11/29		Red C agt	Greensboro	4	Refd		2 bbls customers
							@ 20¢ The
							call for Red C Red
							the last quotations
							from Red C owners
							White oil 11¢ Red 11¢
							Buy Red Oil
							Red Card White
							Dole
							Sweet oil 11¢
							Dole

OVER

PETITIONER'S EXHIBIT 742—Reverse side.



remainder in black ink.)



PETITIONER'S EXHIBIT 744.

BALTIMORE TERRITORY.

Competitive shipments into Mr. Dail's field during July and August, 1901.

*Gasoline. 9/30/01.

Name.	Place.	Comp.	July.	Aug.	Remarks.
C. W. Baker	Aberdeen	S. O. & S.		3*	
Frank Preston	"	"		2*	
O. N. Cole	"	"		1*	
J. Reese Walker	"	"		1*	
J. A. Doxen	Bel Air	"		1	
Hanway & Barnes	"	"		1	
E. B. Whistler	"	"	1		
J. W. Gerel	Belcamp	"	1*		
Manor Lumber Co.	Corbett	Red C.	1		
Chas. Slagle	Doub. Pipe Crk.	"	1		
J. H. Jarrett	Forest Hill	"		3	
J. N. Dehoff	Greenmount	"		2	
J. H. Lippy & Son	Hampstead	"		3	
F. M. Barnes	Havre de Grace	"	3-19*	1-10*	
W. M. David	Marriottsville	Tough R.		1	
W. H. Hood	Mt. Airy	Red C.		2	
L. H. Diehlman	New Windsor	"		1	
Barnes & Snoder	"	"	3	2	
F. A. Armacost	"	"		2	
C. B. Osborne	Osborne Siding	S. O. & S.		2*	
Jay F. Towner	Perrymans	"		1*	
E. V. Stockham	"	"		5*	
Mrs. J. C. Harwik	Phoenix	Red C.	1*		
J. P. Price	"	"		1*	
C. W. Bradenbaugh	Rocks	"		1	
D. E. Stern	Sams Creek	"		1*	
S. J. Ady	Sharon	"		1*	
J. S. Mitchell	Short Lane	S. O. & S.		4*	
J. S. Bowers	Taneytown	Red C.	1*	1-1*	
J. McKeillipp	"	"		1	
J. Frank Baker	Union Bridge	"	2		
L. E. Stauffer	"	"		1	
S. H. Sponsler	"	"	1	1	
Weant & Scott	"	"	3-2*	1-2*	
Geo. C. Anders	"	"	4	3	

Mr. Dail, Baltimore. No. 2.

*Gasoline. 9/30/01.

Name.	Place.	Comp.	July.	Aug.	Remarks.
H. C. Worman	Unionville	Red C.		2	
Smith & Reifsnider	Westminster	"		2*	
J. C. Hollingsworth	Van Bibber	"	1*	1*	
Sibaugh B. Bro. Co.	"	"	1	1	
T. Henderson	White Hall	S. O. & S.		1	
Total shipments, 1901			20-25*	32-38*	
Total shipments, 1900			45-29*	34-99*	

PETITIONER'S EXHIBIT 745.

Competitive carload shipments of refined oil & gasoline into Baltimore, proper during December, 1902.

* Gasoline

1/23/03

Date.	Consignee.	Consignor.	From.	Bbls.	Car No.
15th	Red C Oil Co	American O. Wks	Titusville	71	G. L.,
15th	"	"	"	90	"
19th	"	"	"	110	"
22nd	"	"	"	90	"
11th	"	Crew Levick Co	Struthers	122	C. L. Co.,
18th	"	Seneca O. Wks	"	110	G. L.,
18th	"	"	"	110	"
26th	"	Superior O. Wks	"	89*	"
5th	"	"	"	71	"
2nd	"	"	"	89*	"
12th	"	"	"	111*	"
3rd	"	"	"	73	"
18th	"	"	"	92	"
22nd	"	"	"	91	"
17th	"	"	"	71	"
4th	"	"	"	71	"
27th	"	Seneca O. Wks	"	111	"
27th	"	"	"	111	"
26th	"	"	"	144	S. O. W.,
27th	"	"	"	71	G. L.,
27th	"	"	"	71	"
29th	"	Independent O. Wks	"	152	S. O. L.,
29th	"	"	"	71	G. L.,
27th	"	"	"	89	"
24th	"	"	"	71	"
29th	"	Pittsburg R. Co	Coraopolis	130	C. O. Co.,
29th	"	"	"	142	"
29th	"	"	"	123	P. O. R.,
29th	"	"	"	90	G. L.,
29th	"	"	"	72	"
29th	"	Seneca O. Wks	Struthers	93	"
9th	"	Not Given	Pittsburg	91*	"
9th	"	"	"	91*	"
12th	"	A. D. Miller	Alleghany	111	"
20th	"	Emlenton R. Co	Emlenton	72	P. R. R.,
26th	"	I. R. Co	Oil City	73	G. L.,
27th	"	Not Given	Pittsburg	110	"
29th	"	Union Pet. Co	So. Chester	91	"
31st	"	C. R. Co	Warren	73	"
16th	Crew-Levick Co	Crew Levick Co	Struthers	72	"
24th	"	"	"	144	C. L. Co.,
8th	"	"	"	144	"
3rd	"	"	"	71	G. L.,
3rd	"	"	"	110	"
6th	"	"	"	132	C. L. Co.,
18th	"	"	"	110	G. L.,
11th	"	"	"	131	C. L. Co.,
11th	"	"	"	144	"
24th	"	"	"	132	"
9th	"	"	"	144	"
9th	"	"	"	144	"
18th	"	"	"	144	"
18th	"	"	"	71	G. L.,
30th	"	"	"	144	C. L. Co.,
31st	"	"	"	110	G. L.,
30th	"	"	"	144	C. L. Co.,
30th	"	"	"	144	"
30th	"	Soa Oil Wks	So. Chester	111*	G. L.,
29th	Sherwood Bros	Continental R. Co	Oil City	72	G. L.,
23rd	"	"	"	72	"
29th	"	"	"	73	"
30th	J. Hopkins O. Co	Crystal O. Co	Oil City	60	Wab.,
20th	The Morgan Co	Not Given	Marietta	60	P. R. R.,
27th	"	"	Pittsburg	60	"
31st	"	"	"	60	"
19th	S. O. & S. Co	"	"	60	"
19th	"	"	"	60	"

PETITIONER'S EXHIBIT 746.

Competitive carload shipments of lubricating oil into Baltimore proper during December, 1902.

1/23/03.

Date.	Consignee.	Consignor.	From.	Bbls.	Car No.	
...ct....	W. C. Robinson.....	Mfrs. Pfle Co.....	Chester.....	60	G. R.,	13617
...ct....	"	"	"	60	B. & O.,	6042
...th...	"	Germania R. Co.....	Oil City.....	60	K. L. S.,	89845
...th...	J. Hopkins O. Co.....	Tiona R. Co.....	Clarendon....	70	P. F. W.,	15278
...th...	"	Not Given.....	Freedom.....	60	P. C. C.,	2484

Competitive carload shipments of refined oil & gasoline into Baltimore territory during December, 1902.

1/23-03.

Date.	Consignee.	Place.	From.	Bbls.	Car No.	
...h...	F. S. Harper.....	Alexandria, Va.....	Red-C-Balto..	60	P. Co.,	926
...h...	"	"	" ..	60	P. R. R.,	63753
...h...	Leebrick & Johnson..	Elkton, Va.....	" ..	60	W. Md.,	5031
...h...	Spar. Pt. Store Co....	Sparrows Pt., Md.....	" ..	73	P. R. R.,	65323
...h...	W. P. Pancoast.....	Purcellville, Va.....	" ..	60	N. C.,	14746
...h...	R. L. Woodson.....	Harrisonburg, Va.....	" ..	70	P. R. R.,	95357
...h...	S. D. Waters & Son...	Silver Spgs., Md.....	" ..	82	B. & O.,	66501
...h...	S. M. Bloom & Co....	Hagerstown, Md.....	" ..	60	"	95501
...h...	Independent Oil Co..	Washington, D. C.....	" ..	130	C. O. Co.,	59
...st...	" ..	"	Neville Isl....	163	I. P. Co.,	5
...h...	" ..	"	"	163	"	9
...h...	" ..	"	"	162	"	7
...th...	" ..	"	"	162	"	20
...h...	" ..	"	"	162	"	10
...st...	" ..	"	Oil City.....	122	I. R. Co.,	40
...th...	" ..	"	Region.....	141	P. O. C. Co.,	107
...th...	" ..	"	"	161	I. P. Co.,	6
...h...	" ..	"	"	141	P. O. C. Co.,	103

PETITIONER'S EXHIBIT 747.

RED "C" OIL CO.

Comparative carload shipments of refined oil for December and twelve months 1901 & 190

*Gasoline.

Agent.	Place.	December.		12 months.	
		1901.	1902.	1901.	190
F. S. Harper	Alexandria, Va	60	120	835	
Miscellaneous	Bel Air, Md	0	0	50	
E. C. Michie & Co	Charlottesville, Va	0	0	60	
Leebrick & Johnson	Elkton, Va	0	60	114	
Harris & Filler	Frederick, Md	58	0	373	
S. M. Bloom & Son	Hagerstown, Md	0	60	0	
R. L. Woodson	Harrisonburg, Va	60	70	447	
F. M. Barnes	Havre de Grace, Md	0	0	0	
F. H. Thorpe	Luray, Va	60	0	180	
Nat'l Comm. Co	Martinsburg, W. Va	0	0	0	
J. I. Triplett	Mt. Jackson, Va	63	0	124	
W. P. Pancoast	Purcellville, Va	0	60	120	
H. S. Todd & Co	Salisbury, Md	20	19	35	
Allen & Bro	Snow Hill, Md	0	10	0	
S. D. Waters & Son	Silver Springs, Md	60	82	604	
R. G. Miller	Shepherdstown, W. Va	0	0	120	
Spar. Pt. Store Co	Sparrows Pt., Md	0	73	0	
Red "C" Oil Co	Thurmont, Md	0	0	60	
Alb. Babylon Gro. Co	Westminster, Md	0	0	60	
Red "C" Oil Co	White Hall, Md	0	0	0	
Independent Oil Co	Washington, D. C	0	130-10*	0	24
F. A. Roman	Richmond, Va	0	120	0	
L. K. High	"	0	0	0	
Thurston Bros	Burlington, N. C	0	0	48	
N. H. Turbeville	Danville, Va	60	0	360	
Bailey Mfg. Co	Elkin, N. C	60	0	60	
Cunningham Bros	Greensboro, N. C	60	50-10*	176	14
High Pt. Prov. Co	High Point, N. C	50	44-20*	288	26
J. L. Mivhael	Lexington, N. C	0	0	0	18
Mt. Airy Furn. Co	Mt. Airy, N. C	0	0	0	
R. J. Hardnett	Martinsville, Va	0	0	0	
McGee Bros. & Co	Madison, N. C	0	0	0	
Red "C" Oil Co	Norfolk, Va	60	0	183	22
So. Oil & Supply Co	"	0	0	0	
National Oil Co	"	0	229-91*	0	44
W. E. Capps	"	0	0	0	
Alberta Cot. Mills	Chapel Hill, N. C	0	0	50	
Surry Lumber Co	Dendron, Va	0	0	0	
S. R. Perry	Durham, N. C	60	60	300	
L. L. Winder	Eliz. City, N. C	0	0	0	
E. J. Cheatham	Franklinton, N. C	0	0	120	
W. B. Wilson	Greenville, N. C	10	0	225	
W. E. Gladstone	Hamilton, N. C	0	0	0	
R. C. Josey	Hills Ferry, N. C	0	0	40	
P. A. Reaves	Louisburg, N. C	0	0	0	
S. Parker	Plymouth, N. C	0	0	13	
Camp Mfg. Co	Suffolk, Va	0	0	60	
R. B. Peters	Tarboro, N. C	0	0	88	
Macon Bonner	Washington, N. C	23	120	286	
Alonzo Thomas	Beaufort, N. C	0	0	70	
G. D. Heath	Chester, S. C	60	60	180	
D. P. Dayvault	Concord, N. C	0	60	181	
J. H. Culbreth	Fayettevilie, N. C	0	0	110	
Giles Hinson	Goldsboro, N. C	0	0	0	
Red "C" Oil Co	Hickory, N. C	0	0	0	9
S. H. Rountree	Kinston, N. C	0	0	115	
J. L. Phillips	Laurimburg, N. C	0	60	60	
E. & R. Love	Lincolnton, N. C	0	0	60	
H. F. Newland	Lenoir, N. C	0	0	60	
Blanton Gro. Co	Marion, N. C	0	56	142	
Wallace & Davis	Morehead City, N. C	0	0	40	
D. M. Roberts	Newbern, N. C	60	0	112	
Newton Cot. Mills	Newton, N. C	0	0	60	
York Cot. Mills	Yorkville, S. C	0	0	60	
O'Donnell & Co	Sumter, S. C	0	58	0	
Red "C" Oil Co	Columbia, S. C	120	0	605	
Davidson Bros	Lexington, Va	60	0	180	
Hoge & Hutchinson	Staunton, Va	60	0	120	
Total Baltimore division		1,124-0*	1,591-131*	7,906-0*	8,737-4

PETITIONER'S EXHIBIT 747—Continued.

RED "C" OIL CO.

Comparative carload shipments of refined oil for October and ten months 1902.

*Gasoline. 11/24/02.

Agent.	Place.	October.		10 months.	
		1901.	1902.	1901.	1902.
F. S. Harper	Alexandria, Va	120	60	675	540
E. D. Michie & Co	Charlottesville, Va				180
J. E. Leebrick	Elkton, Va	54		114	120
Harris & Filler	Frederick, Md			315	171
S. M. Bloom & Son	Hagerstown, Md		60		180
R. L. Woodson	Harrisonburg, Va	131	52	387	297
F. M. Barnes	Havre de Grace, Md				60
T. H. Thorpe	Luray, Va			120	60
Nat'l Comm. Co	Martinsburg, W. Va				60
J. I. Triplett	Mt. Jackson, Va			61	125
W. P. Pancoast	Purcellville, Va	60	60	120	120
H. S. Todd & Co	Salisbury, Md			15	129
S. D. Waters & Son	Silver Springs, Md			422	394
R. G. Miller	Shepherdstown, W. Va	60	61	120	61
Spar. Pt. Store Co	Sparrows Pt., Md		143		435
Alb. Babylon Gro. Co	Westminster, Md			60	70
Thurston Bros	Burlington, N. C			48	
N. H. Turbeville	Danville	60		300	180
Cunningham Bros	Greensboro, N. C			56	96–24*
High Pt. Prov. Co	High Point, N. C	60		208	188–42*
J. L. Michael	Lexington, N. C		16–44*		16–44*
Mt. Airy Furn. Co	Mt. Airy, N. C		61		61
Red C Oil Co	Norfolk, Va		89–32*	123	225–40*
So. Oil & Supply Co	"		52–16*		78–10*
National Oil Co	"				135
W. E. Capps	"				12
Alberta Cot. Mills	Chapel Hill, N. C				58
Surry Lumber Co	Dendron, Va				25
S. R. Perry	Durham, N. C	60	60	180	420
L. L. Winder	Eliz. City, N. C		40		40
E. J. Cheatham	Franklinton, N. C	60		120	360
W. B. Wilson	Greenville, N. C	59	30	215	206
W. E. Gladstone	Hamilton, N. C				20
R. C. Josey	Hills Ferry, N. C			40	20
P. A. Reaves	Louisburg, N. C				60
S. Parker	Plymouth, N. C	13		13	
Camp Mfg. Co	Suffolk, Va			60	
Tar River Oil Co	Tarboro, N. C			13	18
Macon Bonner	Washington, N. C	75	10	328	234
Morrow Bros. & Heath	Albemarle, N. C		60		60
Alonzo Thomas	Beaufort, N. C			70	94
G. D. Heath	Chester, S. C		60	120	280
D. P. Dayvault	Concord, N. C	60		181	120
J. H. Culbreth	Fayetteville, N. C		60	60	120
Giles Hinson	Goldsboro, N. C				85
Red C Oil Co	Hickory, N. C		60		60
S. H. Rountree	Kinston, N. C	25		115	55
J. C. Phillips	Laurinburg, N. C		60	60	60
E. & R. Love	Lincolnton, N. C		50	60	50
H. F. Newland	Lenoir, N. C			60	
J. B. Blanton	Marion, N. C			142	40
Wallace & Davis	Morehead City, N. C			40	
D. M. Roberts	Newbern, N. C			52	90
Newton Cotton Mills	Newton, N. C			60	40
Red C Oil Co	Columbia, S. C	120		575	
Davidson Bros	Lexington, Va	60		120	120
Hogs & Hutchinson	Staunton, Va	60		60	
Total Baltimore division		1,128	1,144–92*	6,060	6,126–250*

PETITIONER'S EXHIBIT 747—Continued.

SOUTHERN OIL & SUPPLY CO.

Comparative carload shipments of refined oil & gasoline for October and ten months & 1902.

* Gasoline.

Consignee.	Place.	October.		10 months	
		1901.	1902.	1901.	1902.
S. O. & S. Co	Charlottesville, Va			60	
	Chincoteague, Va	5	5	5	
	Easton, Md		11	25	
	Fredericksburg, Va	15	10	140	
	Magruders Ferry, Va			10	
	Reedville, Va			10	
	Salisbury, Md				
	Weems, Va			5	
	Wheatton, Va			5	
S. O. & S. Co	Lynchburg, Va	61	60	421	
	Petersburg, Va	5	05	70-15*	
	Reidsville, N. C		60		
	Roanoke, Va	60		120	
	South Boston, Va	60		180	
S. O. & S. Co	Norfolk, Va	70	55-80*	225-71*	92-
	Belhaven, N. C	10	10	20	
	Columbia, N. C	5		5	
	Edenton, N. C	35	10	254-7*	
	Eliz. City, N. C			60	
	Enfield, N. C				
	Greenville, N. C		20	20	
	Hampton, Va	120	175-25*	120	1,05
	Hills Ferry, N. C	5		5	
	Littleton, N. C				
	Old Point, Va			20	
	Oxford, N. C		60	240	
	Plymouth, N. C		5	11	
	Portsmouth, Va			140	
	Rocky Mount, N. C			12	
	Scotland Neck, N. C			77	
	Smithfield, Va	10	40	140	
	Suffolk, Va	20		35	
	Tarboro, N. C	5	5	45	
	Washington, N. C	10		30	
	Williamston, N. C	5	5	10	
S. O. & S. Co	Clinton, N. C			60	
	Dunn, N. C			120	
	Goldsboro, N. C				
	Kinston, N. C	15		65	
	Morehead City, N. C	5	5	20-5*	
	Newbern N. C	75	45	360	
	Raleigh, N. C		60	60	
	Statesville, N. C			65	
	Wilson, N. C	61	60	126	
S. O. & S. Co	Columbia, S. C	60		60	
S. O. & S. Co	Staunton, Va		70		
Total Baltimore division		717-0*	806-105*	3,423-80*	859-1

Ex. 37. S O & S Co Ex. 37.

COMPARATIVE STATEMENT. RECEIPTS AND DELIVERIES FOR MONTH OF December 1901 AND 1902.

	Refined Oil		Gasoline	
Gross Receipts	1531	7721	147	787
Re Shipments Outside Our Field.	✓	✓	✓	✓
	1531	7721	147	787

	Old Points	New Points	Carload	Less C/L		
Reshipments in our field — Refined	✓	✓	885	92	977	
	1412	✓	1412	124		1536
Gasoline			37	22	59	
			47	17		64
Total Refined and Gas					554	685 85 218
Bulk Sales Refined Oil. Bbls per day 26 Days					185	787
Bulk Sales Gasoline. " " 26 "						25 95
Unaccounted For					369	403 62 173

For 12 Months Ending Dec 31-02

	Refined Oil		Gasoline	
Gross Receipts	17554	144721	3737	35347
Reshipments Outside Our Field.	6	5	47	90
	17554	144163	6903	7442

	Old Points	New Points	Carload	Less C/L		
Reshipments in our field — Refined	✓	✓	5537	1001	6536	
	✓	✓	9243	1207		10450
Gasoline			700	209	409	
			1219	794		1513
Total Refined and Gas					6018	3966 3781 1931
Bulk Sales Refined Oil. Bbls per day 313 Days					1806	97353
Bulk Sales Gasoline. " " 313.						1015 1769
Unaccounted For					4211	1718 766 662

Ex. 38

RED "C" OIL CO.

COMPARATIVE STATEMENT. RECEIPTS AND DELIVERIES FOR MONTH OF December 1901 AND 1907

	REFINED OIL		GASOLINE	
GROSS RECEIPTS.	3286	3337	486	387
RESHIPMENTS OUTSIDE OUR FIELD.	72	263	19	117
	3214	3069	467	270

RESHIPMENTS IN OUR FIELD	OLD POINTS	NEW POINTS	CARLOAD	LESS C.L.		
REFINED	1124		1124	487	1611	
	1573	18	1591	428		2019
GASOLINE				55		55
	✓	✓	131	48		179
TOTAL REFINED AND GAS.					1603 1050	417 91
TANK WAGON SALES REFINED OIL 20 BBLS PER DAY 26 DAYS.					520 520	
TANK WAGON SALES GASOLINE 15 BBLS PER DAY 26 DAYS						390 390
UNACCOUNTED FOR.					1083 530	27 ✓.

FOR 12 MONTHS ENDING Dec 31-07

	REFINED OIL		GASOLINE	
GROSS RECEIPTS	24795	31988	8778	10667
RE SHIPMENTS OUTSIDE OUR FIELD	703	1240	343	561
	24092	30748	8435	10106

RESHIPMENTS IN OUR FIELD	OLD POINTS	NEW POINTS	CARLOAD	LESS C.L.		
REFINED	7906	120	8026	3721	11747	
	8790	489	9279	2770		12049
GASOLINE				1027		1027
	519	✓	519	1043		1562
TOTAL REFINED AND GAS					17845 18699	7398 8544
TANK WAGON SALES REFINED OIL 20 BBLS PER DAY 313 DAYS					6260 6260	
TANK WAGON SALES GASOLINE 15 BBLS PER DAY 313 DAYS						4695 4695
UNACCOUNTED FOR					6585 12439	2703 3849

FOLD OUT IS TOO LARGE TO BE FILMED

PETITIONER'S EXHIBIT 751.

MAXTON, N. C., *May 19th, 1907.*

RED "C" OIL MFG. CO.,
Baltimore, Md.

GENTLEMEN: Refering to your letter and our conversation when I was in Baltimore, as to the advice given in advance by the Standard Oil people as to change in freight rates that was to go into effect; beg to say, it has been so long that my file has been destroyed; but I remember the incident very well; I was agent for the railroad co. *and S. O. C.* both at the same time; I was working for the Standard Oil Co. on a commission of so much a barrel; and this independent oil was coming into my territory so much of it that it did not pay me to trouble with it, and the Standard Oil Co. wrote me that this rate on the drums would be changed in 60 or 90 days and that this would put this independent oil out of my territory. It occurred as they had advised; my sales for the Standard Oil Co. were increased; as also was my salary from said sales. As well as I remember this was about the year 1897 and 1898. After this, I give up railroad work entirely and went with the Standard Oil Co. and did all I could to put out competition by cutting prices, using low-grade oil, and giving rebates.

Yours, truly,

JOHN D. AUSTIN.

PETITIONER'S EXHIBIT 752.

RED SPRINGS, N. C., *Feby. 12th, 1906.*

RED "C" OIL MFG. CO.

GENTLEMEN: I am in receipt of yours containing copy of telegram sent to me at my home last week and which I am very sorry I did not receive until my return home. Last week was the hardest week I have had since in your service; in first place the weather was dreadful, snowing and sleeting two or three days, and then the merchants would stay at home, a lot of them not come to the stores in bad weather, so one could not see them; then those infernal S. O. C. men hounded me the entire week: From Laurens to Greenwood, Greenwood to Clinton, Clinton to Columbia, Columbia to Cheraw. Have you never adopted any policy for dealing with them? I believe we can do it in the eyes of the law? I intend the next time I am pursued to go to the city and appeal to the police and make statement how long he has followed me and make oath that I am afraid his intention is to do me bodily harm, and put him in prison or under heavy bond? What do you think of it? Won't it work? He has no more right to follow me than I have the President? I will do most anything to get them into the clutches of the law. I visited quite a number of mills and dealers in Columbia that I think will give us some business in the future.

Yours,

J. D. AUSTIN.

PETITIONER'S EXHIBIT 753.

[Matter in brackets stricken through in original.]

DIXIE OIL WORKS

(OF SAVANNAH, GA.)

A. W. Wheeler, Agent.
[W. A. Parsons, Agent.]

Queen City Phone, 108.
Bell Phone, 303.

CHARLOTTE, N. C., *May 13th, 1904.*

Mr. J. H. KIRKMAN,
Mgr. Smithfield Hdwr. Co., Smithfield, N. C.

DEAR SIR: I have not heard from you in reference to our conversation of April 15th as to whether you would represent us in your town on the advanced commission which I offered you. I will call on you during the coming week, when I hope to close the deal. It is needless for me to say that I can not only pay you a higher commission than you are now receiving, but can increase your sales in Smithfield materially, from the fact that you will represent an active and aggressive competitor to the trusts, and not a passive subterfuge.

Hoping to find you in good spirits, and in a position to close, I remain,

Yours, very truly,

A. W. WHEELER.

P. S. In case you care to write to me I will be at the Yarboro House, Raleigh, N. C., and will be glad to hear from you. May 16th.

Yours, very truly,

A. W. W.

PETITIONER'S EXHIBIT 754.

DIXIE OIL WORKS
(OF SAVANNAH, GA.)

Charles W. Bender,
General Manager,
Vansant Building

BALTIMORE, MD., *June 14th, '04.*

Mr. W. A. BRITTON,
Crisfield, Md.

DEAR SIR: We have your favor of the 13th inst., wherein you advise of being under obligations to the S. O. & S. Co., and consequently feel that you should stay with them until you are enabled to pay same.

It occurs to us that with your commissions doubled you would be in a position to much sooner liquidate this obligation than you would be on your present basis. And, for your own comfort, as well as to pay them whatever you might owe them, it occurs to us that both you and they would be in a better position if you were earning more money, which you would do by handling our products than you are by handling their products at 50% less than our commissions.

Our Mr. Kropman will visit you in the next week or ten days with a proposition, and we trust that same will be closed mutually satisfactory, as we are anxious to get into Crisfield, and are withholding the introduction of our goods there in hopes that you may agree to come with us.

Yours, very truly,
(Signed) DIXIE OIL WORKS,
By CHAS. W. BENDER,
Gen'l Mgr.

PETITIONER'S EXHIBIT 755.

[Copy of letter of The Dixie Oil Works.]

BALTIMORE, MD., *Oct. 21st, 1902.*

Mr. S. HENTON SWANK,
Singer Glen, Va.

DEAR SIR: Your favor of the 20th inst. to hand, and your request canceling the order which you gave our Mr. Wilmer will certainly be complied with.

If you feel that you were buying from a company that misrepresented itself, and who has connections with any other company, and particularly the Standard Oil Co., we of course do not want you to accept our goods. We might add that we have not misrepresented ourselves in any sense.

We have been in existence for six years, and from the first day of the inception of this company to the present we are and have been absolutely independent of any concern, and fair enough not to besmirch any of our competitors, no matter what we may know of them.

We do not doubt that you accepted their tale in good faith, and have cancelled your order accordingly. However, there are two sides to every story, and if you are in a position, and will ask for a report on our standing from any commercial agency, we are satisfied that that will do more than anything that we may say, and be a stronger contradiction to anything that anybody else might say, as to our absolute independency than anything we could write or show in disposition to deal fairly and honestly with anyone that may favor us with an order.

Unless requested to the contrary, we will not ship you the oil. In the meantime we wish to advise you that the price has been raised, and if you can find where the so-called independent oil company has followed the raise put into effect by the Standard Oil Co., we should like to know where they are; and at the same time beg to advise you that we have not raised our price, nor do we expect to.

If following the prices of the Standard Oil Co. indicates an independent concern, then most oil companies are independent. If ignoring those prices is an indication of being controlled by that company, then we are willing to be taken as being controlled, which we can assure you we are not.

Yours very truly,

DIXIE OIL WORKS,
By ----------
Mgr.

PETITIONER'S EXHIBIT 756.

DIXIE OIL WORKS

Baltimore, Md., August 20th, 1904.

Mr. K. BERLIN,
Texas, Md.

DEAR SIR: We have your favor of the 19th inst., wherein you advise us to cancel the order with which you favored our Mr. Kropman. In reply thereto, we will ask you to give us some reason for this, as you are handling, no doubt, and propose to continue to handle, kerosene oils, and we should like very much to participate in a portion of, at least, your patronage.

We are prompted to say that it is barely possible that some influence has been brought upon you, with the view of having you cancel your order with us. If such is the case, in all fairness, are we not entitled to a hearing, for as you know there are always two sides to a question?

We do not doubt but that the Standard Oil Co. has, if nothing else, met our price; and we feel that, even on equal basis, as we were the first to give you concessions, we should be favored with your business. We can assure you that the Standard Oil Co. will not do anything for you which we will not do; and while it is not our policy to speak disparagingly of that great corporation for the purpose of warping your opinion or making you antagonistic with them, we do want to ask you that unless they give you a price cheaper than what we have, to let your order stand, and force them to sell you at a price less than ours.

We know full well that you will not be able to buy in December at the price which we contracted to deliver oil to you; and for your own benefit, if for no other, you should permit us to fill your order.

Trusting to receive a favorable reply, we are, yours, very truly,

DIXIE OIL WORKS,
(Signed in typewriting) By CHAS. W. BENDER,
Gen'l Mgr.

PETITIONER'S EXHIBIT 757.

BALTIMORE, MD., *Sept. 30th, 1902.*

Mr. CARSON WARD,
Gaithersburg, Md.

DEAR SIR: Our invoice of Sept. 25th, with your notation on the back thereof, advising of your having returned the five barrels of oil which our Mr. Knight sold you, has been received; and we now await the arrival of the oil.

It is presumed, of course, that you have been inveigled into taking this step; at the same time we wish to advise you that we did not importune you to buy this oil, nor did we lay any stress on the fact that we were independent of the Standard Oil Co., or in manner, shape, or form misrepresent ourselves to you. You can readily realize that there are two sides to each question, and we think we realize that after you have heard our side, which you will do if you permit our representative to address you, our independency will not be so thoroughly questioned by you as it is at present.

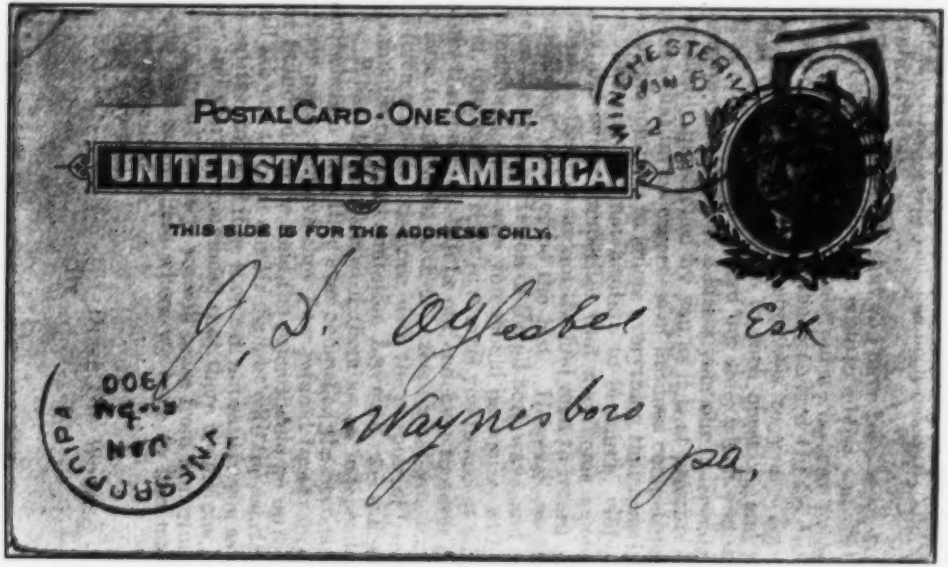
It appears that in the eagerness of business competition has forced some of our competitors to ignore everything that constitutes a clean salesman, and they do not hesitate to besmirch, vilify, and blackguard any and every competitor that may come among the trade. Due to these tactics you are not the first man to return oil to us, and in all probability will not be the last. However, we shall pay the expenses on the transportation of the oil both ways, and depend more on your judgment as to who you should patronize, with the view of selling you, than on our right to compel you to accept the oil and pay the charges thereon. It shall be our endeavor to never give you any further cause to find fault with us, except what you may have been told in reference to our existence, with the purpose of freezing out one of our competitors. In connection herewith, we will ask you two questions: What do you know of them as an independent oil company, and wherein have they ever compelled the Standard Oil Co. to reduce their price, or have they ever refused to advance their price when the Standard Oil Co. said the price should go up?

We will ask you to treat our Mr. Knight with the courtesy which we feel he is entitled to; and if he then can not satisfy you as to our independence, and you feel convinced that there is only one independent oil company in the country, we will cease from importuning you for orders, and look somewhere where we hope to find many that we have not as yet called on.

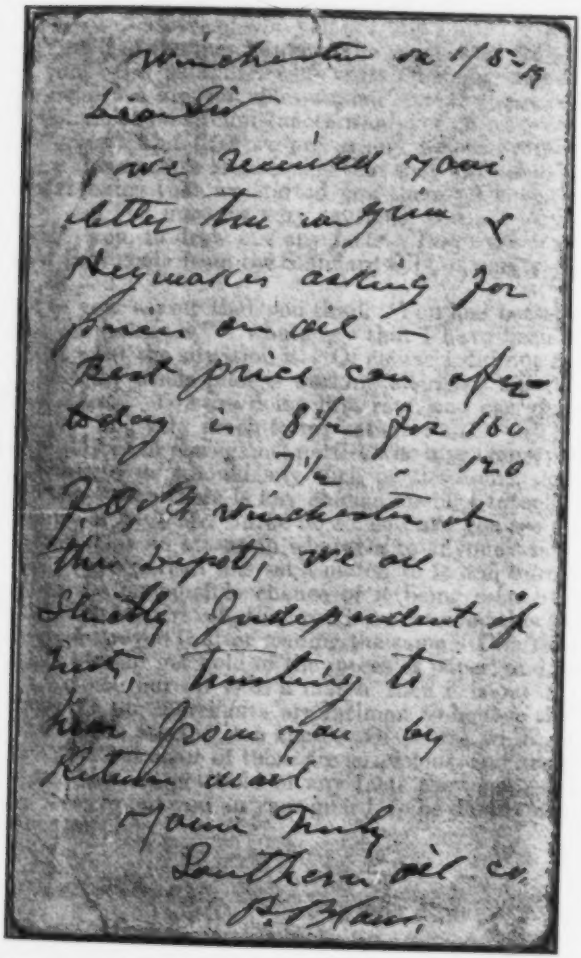
Yours very truly,

DIXIE OIL WORKS,
By ----------
Mgr.

PETITIONER'S EXHIBIT 758.



PETITIONER'S EXHIBIT 758—Reverse side.



Winchester Ky 1/8-19

Dear Sir

We received your letter two engine & Separators asking for price on oil — Best price can offer today is 8½ for 160 7½ - 120 F.O.B. Winchester at the depot, we are strictly independent oil men, trusting to hear from you by Return mail

Yours Truly

Southern Oil Co.

R. T. Blair,

PETITIONER'S EXHIBIT 759—A.

BINGHAMTON, N. Y., *April 17th, 1899.*

Mr. CHAS. FERRELL,
Oneonta, N. Y.

DEAR SIR: I have your various letters, especially the one of 14th. Let me say to you that our tank-wagon man, who came to see you, has no knowledge whatever of who you are, and I learn from him that he came on behalf of the merchants of the town, who are anxious to get rid of you. Our salesman who visits Oneonta knows nothing whatever of who you are, nor does anyone except those you saw in our office, and under no circumstances whatever do we want anyone to get the slightest hint that we are in any way concerned in this matter. The Tiona people are denying that they have anything to do with it, and claiming that we started you there. Of course we are denying this, and you must be very cautious, and not allow anyone to try to pump you, to draw out any facts. Don't allow anyone to tell you that they come from the Standard Oil Co., and try and learn anything from you.

In regard to your saying that you think "You had better come up and see how the feeling is," I would say that I have been up there, and know just what the situation is. Of course I did not come near you, but so far the whole plan is working all right, but it must be kept a strict secret. You are doing first rate, and carrying out the plan excellently, and very much to my satisfaction.

Of course I only warn you against parties who may come, pretending that they represent us; should any such parties come, don't listen to them, because when there is any change made, I myself will personally see you, or have Mr. Burke do so, so until you see either Mr. Burke or myself, pay no attention whatever to anyone's talk.

As soon as you have read this set a match to it and burn it up, so that there can be no possible chance of it being seen by anyone. Write me, through Mr. Craven, that you have received this letter, and that you have destroyed it after reading the same. Don't tear it up, for some person might get hold of the pieces of paper, and put them together; but if you burn it with a match, then it is out of the way wholly. Some of the merchants are inclined to believe the Tiona's story, that we have started you there. Of course we have denied this emphatically, but some of them are suspicious, and are therefore watching very close, to get hold of any facts they can. I tell you these things so as to put you on your guard, to be doubly cautious.

Yours truly,

WM. MASON.

PETITIONER'S EXHIBIT 759-B.

Albany, N
Apr 18
12 M
99

United States postage 2 ½ Two Cents

Advertised,
Apr 20 1899
Oneonta, N. Y.

Mr. Chas. Farrell,
Oneonta,
N. Y.

No. 9

Post-marks on back of envelope:

Oneonta, N. Y.
Apr 18
7 PM
1899
Rec'd

Oneonta, N. Y.
Apr 18
7 PM
1899
Rec'd

PETITIONER'S EXHIBIT 760-A.

MAY 11TH, 1899.

Mr. CHAS. FARRELL,
Oneonta, N. Y.

DEAR SIR: Mr. Burke wrote me full particulars of his visit to you, and I am also advised what the new condition of affairs is at Oneonta, and that Eggleston is selling at 5c. a gallon and a number of the other merchants at 6. At the suggestion of Mr. Burke, we have ordered some five-gallon cans shipped you. When these arrive, let them set a couple of days at the freight house, and then have them taken up to your barn, and carry a few, filled, on your wagon.

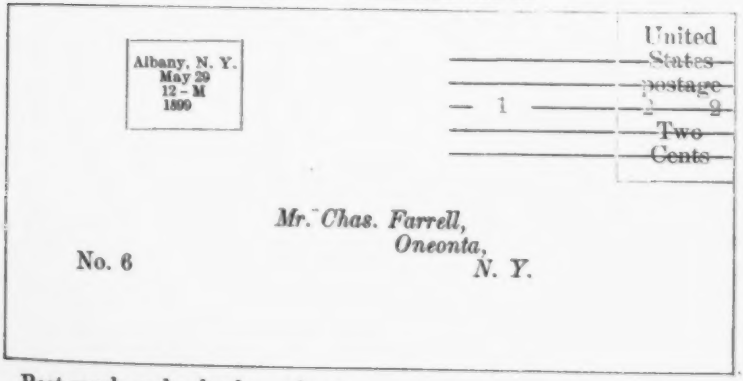
Of course the argument that you want to use to the customer now is that you can not afford to sell oil at five or six cents a gallon, but that you will loan a regular customer, who buys his oil from you in five-gallon lots, a can, free of charge. Any such person you loan a can to, take down in a book their name and address, so you will know where the can is. Use as an argument to the people that they can not expect you to deliver oil to their house at any such price as the merchants are doing who have got into a fight amongst themselves, but that they ought to be under some obligation to you, as if it had not been for you coming into the town and offering oil at 8c. they would have to be paying their old price of 10c. Of course we shall not expect that your sales will be very much during this trouble, but you want to keep right at work just the same.

There will be shipped you some oil in barrels, freight prepaid. When they arrive there, let them set on the depot platform a day or so, and then have them carted to your place.

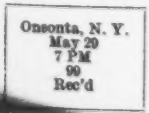
Please treat this letter the same as the former one, and burn it up after you have read it. I will be glad to hear from you how matters are going on.

Yours truly,

PETITIONER'S EXHIBIT 760-B.



Post-mark on back of envelope:



PETITIONER'S EXHIBIT 761-A.

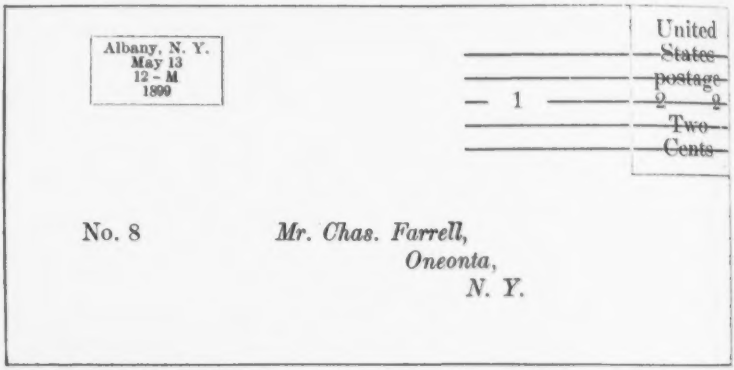
MAY 12th, 1899.

Mr. CHAS. FARRELL,
Oneonta, N. Y.

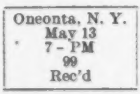
DEAR SIR: We shipped you the five-gallon cans which we wrote you about. Kindly advise me how many barrels of oil you have on hand.

Yours, truly,

PETITIONER'S EXHIBIT 761-B.



Postmark on back of envelope:



PETITIONER'S EXHIBIT 762-A.

MAY 27th, 1899.

Mr. CHAS. FARRELL,
Oneonta, N. Y.

DEAR SIR: I have yours of the 25th, and am pleased to see that you secured the oil all right. I also note that Mr. Eggleston is endeavoring to learn where you came from. Of course that is a matter which you are sharp enough to keep to yourself.

Doubtless Mr. Wilgus will be over to see you again, as soon as he finds that you have this oil on hand, and if anybody says anything to you about it, I would try and look wise, and say that your oil was shipped in to you from Windsor, and if anybody questions how you keep agoing, with the low price the merchants are selling at, you say you have no trouble in getting 8 c. a gallon for your oil. Of course you have got to have some reason to give for apparently keeping agoing.

Kindly let me hear from you as soon as convenient.

Yours, truly,

PETITIONER'S EXHIBIT 762-B.

Albany, N. Y.
May 12
4-PM
1899

United States postage 2 2 Two Cents

No. 3

Mr. Chas. Farrell,
Oneonta,
N. Y.

Try 81.[a]

Postmark on back as follows:

Oneonta, N. Y.
May 12
7-PM
99
Rec'd

[a] Pencil notation.

PETITIONER'S EXHIBIT 763-A.

JUNE 26/99.

Mr. J. E. FARREL.

DEAR SIR: 9 or 10 bbls. of Sunlight oil will be shipped to you from Albany to-morrow.

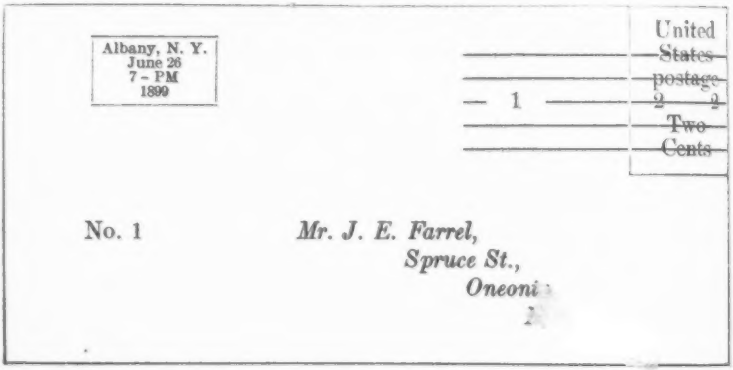
Stop using the cards you have tacked on your wagon. If any one asks you the reason for changing your oil say that the oil you now have is better.

Yours, truly,

THOS. H. BURKE,
G.

Freight will be prepaid on this oil. Get it away from the depot promptly.

PETITIONER'S EXHIBIT 763-B.



Postmark on back of envelope:

PETITIONER'S EXHIBIT 764–A.

JULY 21st, 1899.

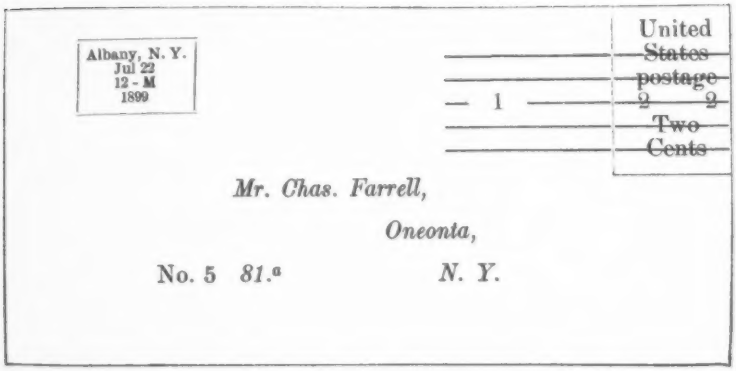
Mr. CHAS. FARRELL,
Oneonta, N. Y.

DEAR SIR: We have to-day ordered shipped you six more barrels of oil, and trust you will receive the same before you get entirely out. We find the situation in Oneonta remains very much the same as it has been, although there is a tendency in the right direction, which is encouraging.

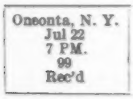
We want you to keep right at work as you have been. Just keep on "sawing wood" for a spell longer.

Yours truly,

PETITIONER'S EXHIBIT 764–B.



Postmark on back of envelope:



[a] Pencil notation.

PETITIONER'S EXHIBIT 765-A.

JULY 26th, 1899.

Mr. CHAS. FARRELL,
Oneonta, N. Y.

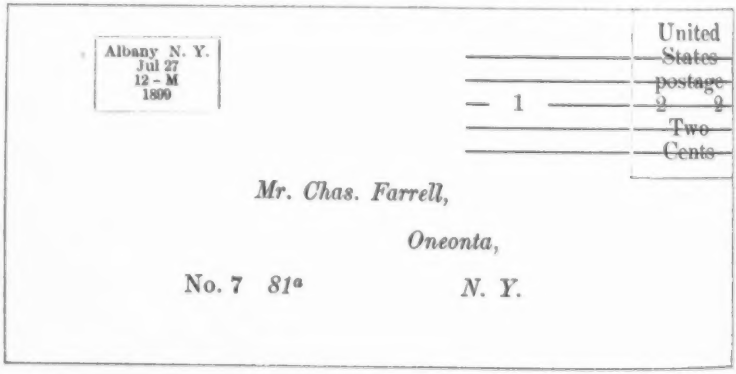
DEAR SIR: We have your letter, addressed to Mr. Burke, telling about somebody from West Troy recognizing you. We do not understand from your letter whether this man is permanently located in Oneonta, or whether he was just there on a short visit. At any rate, we see nothing about this to be alarmed at, as it is a very easy matter for you, in case you can not get around speaking to him, if called upon for an explanation, telling that you lost your job, and took this up as the next best thing.

You say in your letter that you don't think it best for you to peddle on Saturday. We don't understand why there should be any more trouble on Saturday than any other day. However, if it is better for you to keep quiet on Saturday, you had better do so. We would advise your keeping off of the main street, and away from the business portion of the town, as much as possible, while not actually engaged in peddling oil, as the storekeepers are quick to notice the fact that you are not trying very hard to sell oil, because they see you around so much with your good clothes on. The only thing for you to do is to peg away, and make as much show as possible. We think we see the end of this thing, and the harder you work, and the more you hit the Oneonta Grocery Co. and H. H. Wells' customers, the better the effect will be.

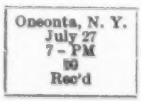
We suppose you received the six barrels of oil all right, and that you took them away from the depot at once, on their arrival. It would be wise to keep this oil inside your stable, out of sight.

Yours truly,

PETITIONER'S EXHIBIT 765-B.



Postmark on back as follows:



[a] Pencil notation.

PETITIONER'S EXHIBIT 766-A.

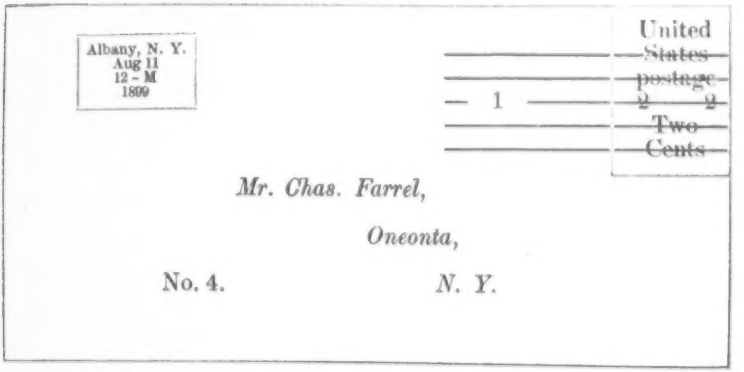
BING. Aug. 10th, 99.

Mr. CHAS. FARREL,
Oneonta, N. Y.

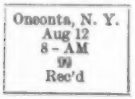
DEAR SIR: We have ordered 6 more bbls. of oil shipped you and trust you will receive them O. K. before you get entirely out. Please take them away from the depot as soon as they arrive and keep them out of sight in your barn. Things are working satisfactory in Oneonta. We showed a nice gain there for the month of July.

Yours truly,

PETITIONER'S EXHIBIT 766-B.



Postmark on back as follows:



Written on back, in pencil, as follows:

"T. Larkin, 232 W. 134 - St."

PETITIONER'S EXHIBIT 767-A.

SEPT. 21st, 1899.

Mr. CHAS. FARRELL,
Oneonta, N. Y.

DEAR SIR: Upon receipt of this letter, take your horse and wagon and draw all your empty barrels to the freight depot, and ship the same to Jas. G. Newcomb, agent, National Storage Co., Communipaw, N. Y. Get a shipping receipt from the railroad company and mail the same to us through the Albany office, the way you are mailing your letters. Should anybody ask you how it is that you are sending oil barrels to the National Storage Co., you just tell them that you had these barrels to sell, and you wrote to two or three parties, and the National Storage Co. gave you the best price. Then, after you had done this, you had better arrange to sell your horse and the harness at the best possible price you can get. You ought to be able to get at least within $20.00 of what you paid for the horse, and then, when you have done this, you had better go to Albany, as they want you there, and report to Mr. McMillan, but write us the day you expect to be in Albany, so we can be there and meet you and settle up the money matters. Be sure and have all your papers and everything with you, so that when we meet you in the Albany office we can have a voucher for everything.

Now, as an explanation to the people why you are going to give up, you can say that the price for oil had gone up so high that you can not buy any oil at a price which will allow you to sell it and get a living, and you can see no chance of doing any business, because the merchants are selling at such a low figure, and people will buy of the stores rather than from you. You want to circulate this story carefully around.

Tend to this without any delay, so that you can get back to Albany at the earliest possible moment. If you have any oil on hand, write us how much, and if you have got two or three barrels on hand, try and sell it by the barrel, if you can not do any better, to some boarding house.

Yours, truly,

PETITIONER'S EXHIBIT 767-B.

Albany, N. Y.
Sep 22
3 - PM
1899

United States postage 2 2 Two Cents

— 1 —

No. 2

Mr. Chas. Farrell,

Oneonta,

81.[a]

N. Y.

Postmark on back, as follows:

Oneonta, N. Y.
Sep 22
7 - PM
99
Rec'd

[a] Pencil notation.

PETITIONER'S EXHIBIT 768.

HOME SAFETY

OIL CO.

Down with monopolies. Up with honest prices. Here we are with them; all we want is 10 per cent on our investment.

Best Pennsylvania oil 8c. per gal., or 5 gallons for 35c.

74 stove gasoline 8c. per gallon, or 5 gallons for 35c.

Delivered to any part of the city. Orders by postal card will receive prompt attention.

These goods guaranteed to give satisfaction.

HOME SAFETY OIL CO.,
331 N. Sixth St.,
Terre Haute, Ind.

~~1900~~ 1895*

J. J. Truinett & Co.,
Tribune Building.

* These dates written in pencil on original.

PETITIONER'S EXHIBIT 769.

TO THE PUBLIC.

Charles B. Darby is the only authorized agent for the sale of our oils in New London and vicinity.

49t8 INDEPENDENT OIL CO.

PETITIONER'S EXHIBIT 770.

Agreement between pipe line companies, September 4, 1874.

Memorandum of agreement entered into this fourth day of September, A. D. 1874, by and between the following parties, viz:

First. J. J. Vandergrift, G. V. Forman, and John Pitcairn, jr., partners themselves, and agreeing that they have authority to represent all other partners in the association trading under the name of the United Pipe Lines, and holding themselves individually responsible to the other parties hereto that they have such authority.

Second. The Union Pipe Company, by Charles P. Hatch, manager.

Third. The Antwerp Pipe Company and the Oil City Pipe Company, each being corporations under the laws of the State of Pennsylvania.

Fourth. The American Transfer Company, a corporation under the laws of the State of Pennsylvania.

Fifth. The Grant Pipe Company, a corporation under the laws of the State of Pennsylvania.

Sixth. The Karns Pipe Line Company, a corporation under the laws of the State of Pennsylvania.

Seventh. The Relief Pipe Line Company, a corporation under the laws of the State of Pennsylvania.

Eighth. The Pennsylvania Transportation Company, a corporation under the laws of the State of Pennsylvania.

Ninth. J. J. Vandergrift, G. V. Forman, and John Pitcairn, jr., trading under the name of Vandergrift, Forman & Company, and owning and representing the Milton and Sandy Pipe lines.

Whereas the pipe lines owned and controlled by the parties hereto have a joint capacity for transportation more than twice as great as the total volume of petroleum produced in the district traversed by said lines; and whereas the separate and discordant relations now prevailing among the parties hereto lead to a needless multiplication of extensions, branches, and other matters involving heavy cost, which ultimately becomes in some shape a charge upon the business transported, and also leads to the offering of open or secret inducements of an illegitimate nature, such as rebates, special rates, selling oil for less than it cost and full pipeage rates, and in other ways hereby to attract an under share of traffic to the respective lines represented herein; and whereas it is believed to be desirable both for the interests of the parties hereto and those of the public whom they serve, that all needless expenditure and all illegitimate inducements should cease; now, therefore, for those purposes and for other valuable considerations mutually moving the parties hereto, they do each respectively agree with each other, as follows:

First. The parties hereto do not by these presents create in any respect a partnership with each other, but each party is to be wholly and solely responsible for all of its own acts in the conduct of its business for its certificates, receipts, and collection of its charges, its expenses, shortages, maintenance, and management of its property, and of its engagements and obligations of every sort.

Second. The pipe lines which are covered by this agreement are those which are or may be owned by any of the parties hereto, and which are situated south of Oil City, and which terminate at any of

the following points, viz: Points on the Franklin Branch of the Atlantic & Great Western Railway, points on the Jamestown & Franklin Branch of the Lake Shore & Michigan Southern Railway, points on the Alleghany Valley, between or at Oil City and Pittsburgh, points on the Shenango & Alleghany Railroad, and points on the Butler Branch Railroad, excepting two small pipe lines, one owned by F. Prentice & Company, running from Mt. Hope to Foster, and one owned by Vandergrift, Forman & Company, called the Franklin Pipe Line, running from the heavy oil district to Franklin, Pa.

Third. Each party hereto shall retain eight (8) cents per each forty-two (42) gallons remaining after deduction of allowances for shortage and sediment on all of the oil it actually pumps; also all allowances made it on such oil to meet shrinkage and sediment, and also all of its other receipts of every description, except as stated in the next article.

Fourth. Each party shall account monthly to the executive committee, hereinafter provided for, at the rate of twenty-two (22) cents for each forty-two (42) gallons of petroleum (after deducting shrinkage allowances) received by it for transportation during such months; which twenty-two (22) cents shall be considered by said committee as a common fund to be cleared and divided on the basis hereinafter designated.

Fifth. The executive committee shall consist of one representative from each of the parties hereto.

Each representative, to be appointed by the party he represents, to be changeable from time to time by such party, at its pleasure; the said committee shall faithfully execute such provisions of this agreement as are by its terms confided to them.

Their action must in all cases be unanimous before it shall be binding upon any party hereto.

They shall keep a record of their proceedings, to which each of the members shall have free access, and whenever desired by any, a full transcript, or any part thereof.

The members of said committee shall, until changed, as hereinbefore provided, be as follows: Charles P. Hatch, representing the Union Pipe Company; A. M. Hughes, representing the Antwerp Pipe Company and the Oil City Pipe Company; D. O'Day, representing the American Transfer Company; R. B. Allen, representing the Grant Pipe Company; S. D. Karns, representing the Karns Pipe Line Company; F. Prentice, representing the Relief Pipe Line Company; H. Harley, representing the Pennsylvania Transportation Company; E. Hopkins, representing the United Pipe Lines, Milton Pipe Line, and the Sandy Pipe Lines.

Sixth. Each party hereto shall furnish to the executive committee, on or before the 5th of each month, a report of its business for the month next preceding, duly verified by the affidavit of its proper officer or agent, and the amounts found due by the executive committee from any of the parties hereto shall be paid by them through the executive committee to the parties to whom they may be due on or before the 10th of the month in which the report is made.

Seventh. The committee shall prescribe the form of said return and shall act as a clearing house thereof. They shall have power to verify the same by inspection of books and records, and shall make to each party hereto, on or before the 10th day of each month,

a full exhibit of the results of the returns and clearings for the next preceding month.

Eighth. The committee shall prescribe and enforce uniform rates and conditions for the reception, storage, and transportation of oil, including substantially uniform wordings of certificates and gaugers' tickets; uniform conditions for the accepting of tanks owned by other parties; uniform conditions as to responsibility for losses through unavoidable causes, such as lightning, and uniform rates of allowances for shrinkages. Until changed by said committee the rates for transportation shall be as follows:

For each 42 gallons remaining (after deducting allowance for shrinkage and sediment), viz, from all points which, by any pipe lines represented herein, which terminate at Oil City or on the various railways as hereinbefore described, thirty (30) cents; excepting: First, on oil reached by pipes terminating on the A. V. R. R. south of Oil City and north of Parker City. Second, on oil from the west side of the Allegheny River, not pumped from north of Bear Creek. Third, on oil pumped from Sheakley to Monterey by the united lines and from south of Bear Creek and north of Sheakley district by the Union and Karns lines, all of which shall be twenty-five (25) cents. But the rates on oil covered by the third exception shall be made thirty (30) cents on or before January 1st, 1875. The only remaining exceptions to these rates on such private contracts at different figures, as each party may now have, a list of which, together with any special conditions appertaining thereto, shall be filed with the executive committee on or before September 1st, 1874; no new contracts for transportation or storage or tankage shall be made by any party whatever, except at the regular rates as herein fixed, or as shall be from time to time fixed by the executive committee. All rates less than thirty (30) cents may be at any time advanced to thirty (30) cents by the party subject thereto.

Ninth. The committee shall adopt all proper and practicable measures to secure the transportation by each line of a share of the total oil pumped each month by all the lines, equal in percentage to the share of the common fund allotted to each herein, having reference to the facilities of each party for doing the work; they shall assign to each party, and as early in each case as possible, such share of the duty of making extensions and connections with wells as most legitimately appertains to it, or as may be required by the well owner or by the contracts of each party; but constant reference shall be had to maintaining for each party its share as heretofore described of the total oil to be transported and to distributing the total cost involved as nearly as practicable in the proportion of the common fund assigned to each, and no other party shall make such improvements except by consent of said committee. The committee shall arrange with the chief gauger and the needful assistants (all of whom shall be under oath to act honestly and impartially) to gauge from time to time all tanks with which the lines of the parties hereto are or may be connected or car tanks which they may load; and may collect the expense thereof from the parties hereto in proportion to their respective shares of the common fund; and may also assess upon the trade such reasonable charge for car gauging or may wholly waive such charge, as they may deem judicious. The committee shall have general power to inaugurate and carry into effect any other

features than those especially named herein which will not be inconsistent with and which will, in their judgment, more effectually accomplish the purposes and spirit of the agreement.

Tenth. The division of the common fund shall be as follows:

The United Pipe Lines, twenty-nine and one-half (29½) per cent.

The Union Pipe Company, twenty-five and one-half (25½) per cent.

The Antwerp Pipe Company and Oil City Pipe Company, seven (7) per cent.

The American Transfer Company, seven (7) per cent.

The Grant Pipe Company, seven (7) per cent.

The Karns Pipe Line Company, seven (7) per cent.

The Relief Pipe Line Company, seven (7) per cent.

The Pennsylvania Transportation Company, seven (7) per cent.

The Sandy Pipe Line & Milton Pipe Line, three (3) per cent.

Eleventh. All parties hereto agree to faithfully carry out the spirit and purposes of this agreement, and to do nothing between the date of its execution and the date of its taking effect inconsistent therewith, and it is mutually agreed that from the date of its taking effect until it is terminated any violation thereof by any party will work an injury to the whole interest of not less than ten thousand ($10,000) dollars; and if any such violation shall not be fully rectified by the offending party within thirty (30) days after written notice shall have been given to the said offending party by the executive committee, through its secretary, upon a vote of all of said committee except the representative of the offending party, it is agreed that ten thousand ($10,000) dollars shall be the stipulated and liquidated damages for each and every such violation so unrectified, which damage shall be collected by the executive committee and shall be divided among the other parties hereto in the same relative proportion as the common fund is divided. This contract shall take effect on the first day of October, A. D. 1874, and shall continue for two (2) years, and shall continue after the expiration of said two (2) years until after three (3) months' written notice shall have been given by either of the parties hereto to the executive committee, through its secretary, of a wish to have it terminate, at the expiration of which notice it shall cease and determine.

In witness whereof the parties hereto, by their representatives, have affixed their signatures this 4th day of September, A. D. 1874.

THE UNITED PIPE LINES,
By J. J. VANDERGRIFT.
GEORGE V. FORMAN,
JOHN PITCAIRN, Jr.,
By GEO. V. FORMAN,
Attorney, for themselves and others.

THE SANDY & MILTON LINES,
By J. J. VANDERGRIFT,
GEORGE V. FORMAN,
JOHN PITCAIRN, Jr.,
By GEO. V. FORMAN, *Attorney.*

For the Relief Pipe Line Company:

F. PRESTON, *President.*

For the American Transfer Company:

DAN. O'DAY, *Superintendent.*

For the Union Pipe Line Company:

CHAS. P. HATCH, *Manager.*

For the Grant Pipe Company:

R. B. ALLEN, *President.*

For the Karns Pipe Line Company:

S. D. KARNS, *President.*

For the Antwerp Pipe Company and the Oil City Pipe Company:

E. C. BRADLEY, *President.*

For the Pennsylvania Transportation Company:

HENRY HARLEY, *President.*

PETITIONER'S EXHIBIT 771.

STANDARD OIL COMPANY.

INCORPORATED.

E. B. Stanley. CINCINNATI, *Sept. 22, 1899.*

Mr. CHAS. KERCHER,
Paragon Oil Co., Columbus, O.

DEAR SIR: Referring to your letter of the 16th, we will accept your proposition to enter the employ of this company and would like to have you take charge of the Hamilton Oil Co.'s business at Terre Haute, also the Banner Oil Co., Springfield, and the Paragon Oil Co., at Decatur. You understand perfectly how these companies are operated, and I will not dwell on that.

We should like to have you succeed Mr. Maxon, who has been looking after this for us, at the earliest possible moment, and would thank you to advise us when we may expect you. We have other work for Mr. Maxon that we want him to assume as soon as practicable, and I would thank you to get in touch with him so as to meet him at Springfield or Terre Haute that we may turn the business over to you soon. I believe you know his address at Terre Haute, and at Springfield he stops at Staley's hotel.

Of course we expect to pay all of your expenses while you are on the road for us, and the matter as to whether you shall reside in one of the 3 towns mentioned can be discussed when we see you.

Yours, truly,

E. B. STANLEY.

Dic by E B S

Written on back of letter, in indelible pencil:
"Stanley Sep. 2"

PETITIONER'S EXHIBIT 772. Form 191.

General Office, Cincinnati, O.
Alexander McDonald, President.
C. T. Collings, General Manager.

STANDARD OIL COMPANY.
INCORPORATED.

CINCINNATI, *Oct. 26th, 1899.*

PEDDLING SITUATION.

Mr. CHAS. KERCHER,
#445 N. Broadway, Decatur, Ill.

DEAR SIR: In connection with the conversation we recently had in Terre Haute concerning the peddling situation there, we wish to impress upon your mind the importance of immediately making a canvass of the city and obtain a correct list of the names and the street numbers of all of O'Connell & Shay's customers. Also ascertain what dealers are selling O'Connell & Shay's oils and locate their customers, & as fast as you locate their customers have them put on your peddling list.

Explaining again the proposition that was made you at the time above referred to regarding salary and commission to drivers, would state that it is our understanding that the drivers are to receive $7.50 per week and ½ cent commission on all oil sold above 70 gallons per day. This is in addition to the ½ cent that is now allowed them on all sales. They may retain what customers they have at present that are not strictly O'Connell & Shay's customers, but on all future business we wish you to confine their sales absolutely to O'Connell & Shay's trade, as this is the only sourse [source] from which we desire any increase, and they must not under any circumstances interfere with any of the store trade that are handling our oils.

We are willing to allow credit sales to be made at our risk where you are absolutely positive that the sale is to one of O'Connell & Shay's customers. All other credit sales are at the driver's risk.

Please give this matter your immediate personal attention.

Yours truly,

C. T. COLLINGS,
By D. P. SANFORD.

Refer to E. B. S.

Pencil notation on back of letter:
"Collings
Sanford
Oct. 26
Terre Haute
Important 1899"

PETITIONER'S EXHIBIT 773.

CINCINNATI, *Nov. 1, 1899.*

Mr. CHAS. KERCHER,
#445 N. Broadway, Decatur, Ills.

DEAR SIR: Your favor of the 30th ult. received and carefully noted. We are pleased to note that you say you feel encouraged with the success of the past week, but we are at a loss to understand what you mean by getting O. C. & S.'s trade, although not confined exclusively to that class. What class do you refer to? And you say you do not anticipate any great gain in gallonage, but think the work will be of more value in another direction. Please let us know in what direction.

You realize how very important it is to have your drivers make a thorough and persistent house-to-house canvass among O. C. & S.'s trade and follow up with an explanation as to care of lamps, etc., with a burning test where necessary. Do not allow the drivers to relax their efforts, and keep a close record of each day's work and encourage them to increase their daily sales. Do your drivers report to you each night the name and address of each customer of O. C. & S. called upon that day but not sold? This is important, as Mr. Jennings and yourself ought to follow this up immediately and make a personal call on these people and continue to do so until you have won them over.

We note that you show a slight increase the fourth week in tank-wagon sales at Decatur over the third week in October, but the average daily output per wagon of 63 gallons is, as you know, too low, and it behooves us to take off our coats and go after this business with a will. We feel satisfied with a careful, thorough work followed up along these lines it will only be a question of a short time before we will meet with success.

I enclose herewith the list of dealers you have asked for in your letter. Those marked "Part" are buying part from us and part from O. C. & S.; those marked "All" are buying entirely from O. C. & S.

Yours, truly,

E. B. STANLEY.

Enc.

Better destroy this letter.[a]

Pencil notation on back of letter: "Stanley, Nov. 1st, 1899."

[a] Written in ink.

PETITIONER'S EXHIBIT 774.

CINCINNATI, O., *Nov. 6, 1899.*

Mr. CHAS. KERCHER,
445 N. Broadway, Decatur, Ills.

DEAR SIR: Your favour of the 1st is just received, as you will remember the writer was away for a few days.

We expect, about the middle of the week, some new advertising matter appertaining to refined oil, and believe it would be policy to wait a few days before sending you the advertising matter, as we can then make a full package of the different styles that we have on hand.

Would like to ask you again if you do not think that the fact of this advertising matter having the Standard Oil Company's name on it would interfere with your sales on this account?

Yours, truly,

D. P. SANFORD.

The following notation appears at bottom of letter, in pencil: "Better destroy letter."

And the following notation appears on the back of letter, in pencil:

"Important
Sanford
Nov 6
X"

PETITIONER'S EXHIBIT 775.

SPRINGFIELD, O., *Nov. 11th, 1899.*

Mr. CHAS. KERCHER,
#240 N. Hilton St., Decatur, Ill.

DEAR SIR: Your favor of Nov. 7th received and noted, and you are authorized to purchase the horses that you mention, but we don't deem it advisable to put on another canvasser. If the writer remembers correctly, you informed him that Mr. Jennings took one day of the week to make a trip into some country town to follow O'Connell & Shay's work in that vicinity. What result has your wagon accomplished by making this outside trip? It may be possible that this is not advisable, that his time could be better employed by having him stay in Terre Haute and canvass that day rather than take up the time of making this outside route. Let me know fully in regard to this point.

Enclosed you will find a list of cost and selling prices to go into effect Nov. 20th at Terre Haute, Decatur, and Springfield.

Mr. Taylor is writing you to-day concerning the manner that we want you to handle the question of profits, reports, and commissions, together with other details, and we wish to have you govern yourself accordingly. If there is anything in this letter or Mr. Taylor's letter that you do not thoroughly understand, let us know at once so that we may enlighten you before the 20th, and not cause any delay in putting these prices and conditions into effect.

Your commission to your drivers at Terre Haute will remain the same as at present, paying ½ cent on all oils sold, with an additional ½ cent on all sales above 70 gallons per day per wagon, this additional business to come strictly from O'Connell & Shay's customers.

At Springfield your drivers get a commission of ½ cent on all oil sold. At Decatur there will be no commissions, the drivers being paid $9.00 per week, as at present.

In further regard to the question of credits to customers at Decatur, we are willing to allow this where you consider it absolutely necessary, but of course we want you to be very careful as regards this matter, as you can readily see that these privileges may easily be abused, and we would soon have a number of bad accounts on our hands that would run into quite a sum. We expect you to use this privilege only among customers who are buying competitive oils and we shall want a report as per instructions from Mr. Taylor to come in regularly.

We are ready to supply you with the advertising matter referred to as soon as we hear from you in regard to the advisability of it.

Yours, truly,

D. P. SANFORD.

P. S.—On your weekly statement to Mr. Taylor state how many wagons were in service each day during the week.

D. P. S.

Enc.

The following pencil notation appears on back of letter:

"Important Sanford O C & S"

PETITIONER'S EXHIBIT 776.

(Personal.) CINCINNATI, O., *Nov. 15th, 1899.*

Mr. CHAS. KERCHER,
#240 N. Hilton st., Decatur, Ill.

DEAR SIR: With further reference to your favor of Nov. 12th as regards the matter of personal violence threatened by O'Connell and Shay to your drivers, we wish to emphasize the fact that we will protect you in regard to any trouble of this kind, and we wish to have you inform your drivers to pay no attention to such threats and to go right on about their business and get every gallon of O'Connell and Shay's trade that it is absolutely possible for them to get a hold of, irrespective of any demonstration of any kind on their part.

Your favor of the 13th inst. received and carefully noted. The matter of an extra canvasser we wrote you about yesterday, asking for a little further information. We will wait until we have this reply from you before coming to any decision regarding this matter. We appreciate that it is necessarily slow work in canvassing or soliciting trade among O'Connell & Shay's customers, and all we desire is for you to show a steady gain. We don't expect to accomplish this in a few days, but we do expect your men to show a gradual improvement, noticing that they are attending to business and not losing any opportunity of making an improvement. We don't want Mr. Jennings or the drivers to allow themselves to get into a rut and simply be satisfied with what a day might bring forth, but we shall expect them to constantly keep themselves busy and strive in every way possible to increase their sales by adding a certain number of O'Connell and Shay's customers to their lists each day. It is only perseverance, good judgment, and very active work that can bring about the result that we desire. If these are employed, it is only a question of time when we shall have accomplished the object in view.

Yours, truly, D. P. SANFORD.

The following pencil notation appears on back of letter:

"Sanford.
O C & S
T H
X--------"

PETITIONER'S EXHIBIT 777.

(Personal.) R.

CINCINNATI, O., *Feb. 19th, 1900.*

Mr. CHAS. KERCHER,
P. O. Box 476, Decatur, Ills.

DEAR SIR: We are recently in receipt of a communication from our people at Terre Haute that some of the H. O. Co.'s drivers were interfering with the peddlers who are patronizing us at this point. We are surprised to hear of this, as we particularly emphasized the fact that we did not want you to interfere with any of our regular trade, and this accounts no doubt in a large measure for the gains that you have made in Terre Haute. As you understand it, its the O'C. and S. business that we are after, and if your men will only exert themselves along this line and take all the necessary precautions to avoid conflicting with any of our regular trade we will be able to accomplish better results.

Please attend to this matter at your earliest convenience and see that we do not have a reoccurrence of this trouble again.

Yours, truly,

D. P. SANFORD.

The following pencil notation appears on back of letter:

"Sanford
O C & S
T H
X"

PETITIONER'S EXHIBIT 778.

(Personal.) R.

CINCINNATI, O., *Mar. 15th, 1900.*

Mr. CHAS. KERCHER,
P. O. Box No. 476, Decatur, Ills.

DEAR SIR: Please advise us just what prices the Terre Haute Oil Co. are getting for the different brands of their oil and gasoline from the store trade; also what prices are they asking for their different grades of oil and gasoline from the consuming trade. Are they making any cut at present on gasoline?

We note from the reports of a special canvass that is now being made at Terre Haute that some of the parties on South Eighth st. claim that the Hamilton Oil Co.'s wagon does not closely watch their oil cans, and they were obliged to send to grocery stores for oil, and when the H. O. Co.'s drivers called and found their cans full they never made another call. This customer stated that they wanted to patronize the wagon and would like to have the driver stop. On South Ninth st. and South Tenth st. customers are largely buying from O'Connell & Shea. On South Tenth st. almost everyone is buying from Mr. Meagher, a groceryman, and he is buying his oil entirely from O'Connell & Shea and will not buy our oil. This information is very important and shows clearly that your own men are not thoroughly looking after the trade. We want you to take this matter up at once with your Mr. Jennings and see that the trade of Mr. Meagher's is thoroughly canvassed. There is no reason why we should not get a large percentage of this business and control it.

You report three parties buying of T. H. O. Co. on Tenth st. It has been demonstrated that there have been 10 more that you have never reported. On South Eleventh st. as far as the car works and South Twelfth st. as far as the car works is almost entirely T. H. O. Co.'s business, and some of them are paying as high as 11c. per gallon for their oil. It is also reported that Mr. Hixon, who is now buying from the competitor, is representing that he is selling oil for the H. O. Co. This matter wants to be followed up closely and contradicted, as the writer told you recently in Terre Haute to have your men immediately start in and canvass Mr. Hixon's route, and it is well to inform all of the customers that Mr. Hixon is not now handling our oil; that he is simply deceiving them when he makes any statements to the contrary. There are also a couple of complaints made that the driver of the H. O. Co. did not stop regularly. If he found the cans filled, he would not call on the next trip.

You can see from the few reports that we have already received that the reason we have not been able to make a better showing of this point is largely due to the carelessness of your drivers. There is no doubt, as the information gathered proves that by more careful and persistent work you will be able to double your present daily sales of oil, and we can not understand why Mr. Jennings has not been able to keep himself well informed of these conditions and endeavored to have had these defects remedied some time ago. We would like to have you have a thorough understanding with all your men that they must make a special effort to get this business.

We expect to follow up the reports of our special canvass very closely, and shall also expect in the near future a big improvement in your daily sales. If you would like to look over any of this information that we are gathering, you can make some arrangement with Mr. Rodman so as to have a complete record of the business. You can also appreciate how important it is in making a canvass to have the same done thoroughly and systematically; otherwise it is practically of no value.

Please let us hear from you as to the possibilities of your increasing your sales at Terre Haute, and it may be well for you to also investigate along these lines as regards the small output at both Decatur and Springfield, as we believe you will find these conditions to largely exist at these points.

Yours, truly,

D. P. SANFORD.

The following pencil notation appears on back of letter:

"Sanford

X Important"

PETITIONER'S EXHIBIT 779.

R.

(Personal.) CINCINNATI, OHIO, *May 4, 1900.*

Mr. CHAS. KERCHER,
P. O. Box 476, Decatur, Ill.

DEAR SIR: After some weeks of canvassing by our Mr. Magaw in Terre Haute it has developed that considerable of O'C & S's trade is confined to workmen who belong to the different labor unions and as we understand that you now have two drivers who are members of a labor union, we would suggest that you devise some way to see that these two drivers canvass the territory in Terre Haute where the trade is largely composed of this class of consumers. If you are not familiar as to just where this class of trade is located, advise us and we will secure the information for you. We do not expect to continue Mr. Magaw in the work of canvassing the trade in Terre Haute a great while longer, and we are very anxious for you to be in a position to hold and control the business that has already been worked by following it up and see that your drivers are constantly on the alert to take advantage of every opportunity, and continue the good work that has already been started up by Mr. Magaw. We believe a little persistent work on the part of your men will result in good in the near future, and we believe the situation at present is in a very favorable condition for rapid improvement.

We are in receipt of your letter of the 2d inst. covering the general situation at Decatur, Springfield, and Terre Haute, and as the writer hasn't the time to carefully go into the different points contained therein, we will answer you more fully in a day or two.

Yours truly,

D. P. SANFORD.

The following pencil notation appears on the back of this letter:

"Sanford
T H
imp
X ------"

PETITIONER'S EXHIBIT 780.

Personal. CINCINNATI, *June 4, 1900.*

Mr. CHAS. KERCHER,
New National Hotel, Terre Haute, Ind.

DEAR SIR: Referring again to the matter of putting on an additional wagon at Terre Haute: I have decided that it would be better for you to make some arrangement with two of the peddlers at Terre Haute who are buying their oil from the Standard Oil Company. In selecting these men, you must pick out the best, and according to the sales that I have before me, would suggest Messrs. Day and Hults. It will be necessary for you to use considerable diplomacy in trying to negotiate this arrangement, and for your guidance would suggest that you see each one of these parties privately and separately, and make the proposition with the understanding that you are to hire them, stating that it is your desire to harmonize all interests, as heretofore there has been considerable competition between themselves and the Hamilton Oil Company in soliciting the trade, and that you will make the following proposition: To hire them at a salary of $2.50 per day for their services and the use of their wagon and horse; they to be responsible for all credit accounts. They have made the statement that they could obtain a good many of O'Shea's customers.

Of course, you thoroughly understand that this is strictly a private and confidential deal between the Hamilton Oil Company and these men, and I do not want you to make any mention of it to the Standard Oil Company's representative at Terre Haute. I understand that these parties are anxious to close a deal of this kind, and I believe that if you handle this matter properly you will have no trouble in accomplishing this result.

Should this arrangement prove satisfactory as regards these two men, we will then consider the advisability of extending the same proposition to Mr. Hixon.

Please attend to this matter at once, and advise me what you will be able to accomplish. It is needless for me to say that there is no doubt a prejudice on the part of these men toward the H. O. Co., but I believe that this could be overcome by a pleasant and satisfactory talk with them.

If you find that these men are not willing to treat with you individually, there would be no harm in having both of them see you at the same time, and it might be possible that this would be the better course to pursue; we leave this, however, to your own judgment.

You can readily appreciate that by controlling these two peddlers there will be no further friction, and this will prevent prejudicial talk that they have used to your customers.

This is the reason that I was not anxious for you to go ahead and buy an extra horse and put on another driver, as, all things considered, the plan outlined above would be much more profitable both as regards expenses and results.

I shall await your reply with considerable interest, and trust that you may be successful.

Yours truly, D. P. SANFORD.

The following pencil notation appears on back of letter:

"D. Sanford
X
T. H. imp."

PETITIONER'S EXHIBIT 781.

Personal. CINCINNATI, OHIO, *June 7, 1900.*

Mr. CHAS. KERCHER,
New National Hotel, Terre Haute, Ind.

DEAR SIR: I am in receipt of your favor of the 6th inst. which has been carefully noted.

I agree with you in reference to not having Mr. Day or Mr. Hilz identify themselves with the H. O. Co. I believe, however, that you ought to be able to close a deal with those people on a basis of $2.75 per day with the understanding that they are only to be paid this amount for the days that they actually work; also give them to understand that we expect their sales to average not less than 100 gallons per day; this, however, need not be arbitrary. Please go ahead at once and close such an arrangement with these people and advise me promptly so that I may take the matter up with reference to the Standard Oil Company working the towns of Tiley, Corey, and Seeleyville. We wish you to keep a record of the sales of these two parties so that I may be able to determine whether or not this enterprise is going to be profitable, and also watch and see that their time is fully occupied in the interest of the company.

Yours truly,

D. P. SANFORD.

The following pencil notation appears on back of letter:

"Sanford
T H Imp.
X".

PETITIONER'S EXHIBIT 782.

Personal. R.

CINCINNATI, O., *July 26, 1900.*

Mr. CHAS. KERCHER,
P. O. Box #476, Decatur, Ills.

DEAR SIR: We enclose you letter that was forwarded to us from Indianapolis, which explains itself. We take it that Mr. Sparks has recently gone into the peddling oil business and no doubt has not had much experience. I do not understand why Mr. Hulz should take the trouble to advise him that he was working on a salary. Please take this matter up with both Messrs. Day and Hulz and caution them about talking too much.

I appreciate that our men are striving to increase their sales as much as possible, and Mr. Sparks' complaint that they were making special effort to secure his trade is largely due to the fact that he did not know just how much trade he had secured in his purchase. Please investigate the matter carefully and let me know just what the situation is as regards this man's trade.

We note in your favor of the 24th you state that you are selling Miners' oil on account of having so many calls for it from Solle Bros.' customers. We have no objection to your continuing to market this oil, providing it does not take up too much of your drivers' time. We are strictly in the refined oil and gasoline business, and if this is interfering in any way with the services of the sales of refined oil and gasoline, we wish you to stop the sale of Miners' oil at once. You could easily induce one of the other peddlers to handle this oil on the same margin you are now realizing and accomplish the same results without sacrificing the time of your drivers and equipment in the interest of the refined-oil business. We believe this would be the better plan, as we are very anxious that no stone is left unturned, either as regards the solicitation or the sale of our refined oils and gasoline, in recovering the trade at Springfield and improving the situation, and you should see to it that the time of your men as well as your own time while you are in Springfield is fully given to this interest.

We are sorry to note the death of one of your horses at Decatur, and I have asked Mr. Taylor to forward you a draft so that you may be able to replace this horse.

Yours, truly, D. P. SANFORD.

Enc.

The following pencil notation appears on back of letter:

"Sanford
Spgd
X."

PETITIONER'S EXHIBIT 783.

CINCINNATI, *May 29th, 1902*

Mr. CHAS. KERCHER,
Box 144, Terre Haute, Ind.

DEAR SIR: Mr. Wilson, our agent at Indianapolis, reports that he is having considerable trouble with two peddlers who are operating at Terre Haute and who formerly worked for you. They recently left us, and are now buying from the Terre Haute Oil Co., claiming they are doing so because they know that the Hamilton Oil Co. belongs to the S. O. Co., and that the Hamilton Oil Co. are interfering with their trade. I would like to know on what grounds these two parties make a statement of this kind. Do you know about these two parties, and if they are of any importance, and what their gallonage amounts to per month, and if they have trade that no one else but themselves could sell?

Yours, truly,

C. T. COLLINGS.
H.

PETITIONER'S EXHIBIT 784.

CINCINNATI, O., *July 30th, 1902.*

Mr. CHAS. KERCHER,
Box 144, Terre Haute, Ind.

DEAR SIR: In accordance with your letter of the 29th I have written you a letter which you will find enclosed, and which I believe will enable you to settle matters with the peddlers, Hults & Day. The basis they demand is high, but I believe it is best on the whole, and in view of your recommendations I have agreed to the arrangement. Please let me know just as soon as this arrangement becomes effective, so that I can notify others in this office who are concerned.

Yours, truly,

C. T. COLLINGS.
H.

Enclos.

PETITIONER'S EXHIBIT 785.

COLUMBUS, OHIO, *July 30th, 1902.*

Mr. CHAS. KERCHER,
Paragon Oil Co., Box 144, Terre Haute, Ind.

DEAR SIR: I am in receipt of your letter of the 29th in regard to employing Mr. Hults.

I note that the best arrangement you can make with him is $3.50 per day during the gasoline season, say, from March 15th to November 15th, and that during the oil season, or the remainder of the year, his compensation is to be $3.00 per day for each working day. This price is higher than we expected to pay, but in view of your recommendation, and especially in view of Mr. Hults' statement that he is now averaging 1,000 gallons per week, we will agree to the arrangement, provided Mr. Hults is willing to guarantee that during the gasoline season his average output per week shall not be less than 800 gallons and during the oil season not less than 700 gallons. If, for any period of four weeks, his average runs less than this, then we are to have the privilege of cancelling the arrangement.

As to going into a contract for two years, we are not willing to do so, as that is too long a period to agree to tie ourselves up. We will go into an arrangement, however, with him on the basis of 12 months, with the understanding that if everything runs smoothly and his average gallonage holds up to the foregoing figures we will renew for another 12 months.

Considering the very liberal price we are paying Mr. Hults, I hope you will be able to close the matter without further delay.

Yours, truly.

J. G. THATCHER.

PETITIONER'S EXHIBIT 786.

TERRE HAUTE, IND., *Aug. 11th, 1902.*

AGREEMENT.

Made this the 11th day of August, 1902, between the Paragon Oil Co. of Columbus, Ohio, and J. R. Day, witnesseth: That the said Paragon Oil Co. agrees to employ the said J. R. Day to operate his oil and gasoline business in the interest of the said Paragon Oil Co. for a period of two years next ensuing. The said Paragon Oil Co. agrees to pay the said J. R. Day as follows during the life of this agreement, to wit, $3.50 per day, providing the said J. R. Day at all times holds himself in readiness to perform the duties required of him by the said Paragon Oil Co. The said J. R. Day agrees to maintain the business he is now operating at its present standard during the life of this agreement.

PARAGON OIL CO.
Per CHAS. KERCHER, *Mngr.*
J. R. DAY.

The following pencil notations appear on back:
"J. R. Day."
"263."

PETITIONER'S EXHIBIT 787.

TERRE HAUTE, IND., *Aug. 11th, 1902.*

AGREEMENT.

Made this the 11th day of August, 1902, between the Paragon Oil Co., of Columbus, Ohio, and S. H. Hults, witnesseth: That the said Paragon Oil Co. agrees to employ the said S. H. Hults to operate his oil and gasoline business in the interest of the said Paragon Oil Co. for a period of two years next ensuing. The said Paragon Oil Co. agrees to pay the said S. H. Hults as follows during the life of this agreement, to wit, $3.50 per day, providing the said S. H. Hults at all times holds himself in readiness to perform the duties required of him by the said Paragon Oil Co. The said S. H. Hults agrees to maintain the business he is now operating at its present standard during the life of this agreement.

PARAGON OIL CO.,
Per CHAS. KERCHER, *Mn'g'r.*
S. H. HULTS.

Pencil notations on back:
"S. H. Hults." and "262."

PETITIONER'S EXHIBIT 788.

CINCINNATI, O., *Nov. 6, 1899.*

Mr. JNO. MAXON,
Springfield, Ills.

DEAR SIR: Your letter of the 4th instant is received and noted. We hope that your efforts at Springfield will meet with success next Thursday evening, and that the Federation committee will make it rather difficult for both Mr. Solle and the Merchants Oil Co. to do business in Springfield.

We are surprised to note from an article published in the Springfield Journal that the Cleveland Federated Trades Assembly made a request to the Springfield assembly to boycott us, as we had always supposed that it was through the influence of Solle Bros. that the boycott was established. We are sorry this information did not reach us before.

We would also like you to get a list of the stores that are now handling Merchants Oil Company's oils; then ascertain who their customers are and where they live, and have your drivers make it a point to call on all of them, informing you of calls they make where they have been unable to make a sale. These you should follow up personally and use your best endeavours to win their trade.

We do not think it advisable for you to discharge your drivers at present, but believe it would be wiser to wait until after the committee have made their final report, as possibly the change at the present time might affect the results that we anticipate from their decision.

Yours, truly,

D. P. SANFORD.

Mr. M. Maxon: Please note and forward to Jno. Maxon.
(Pencil notation:) Mr. Jno. Maxon: Better destroy letter.

PETITIONER'S EXHIBIT 789.

CINCINNATI, O., *Dec. 7th, 1899.*

(Personal.)

Mr. CHAS. KERCHER,
 # 240 N. Hilton st., Decatur, Ill.

DEAR SIR: Please let us know what day your Springfield driver went to the town of Rochester, also how much oil he sold on this trip.

In sending in your report of sales hereafter, we would like to have you separate any sales made to outside towns, from either Springfield, Decatur, or Terre Haute. As you know, there is considerable additional expense in soliciting this outside trade and it might be well for us to carefully figure over this business before going into it fully.

About how much business are the Merchants' Oil Co. at Springfield doing in Rochester and what per cent of your sales are made to users of Merchants' Oil Co.'s oils. Please be very careful not to disturb any of the business of our customers at this point. Is there any way that you can do business in this town without paying a license, and what is the cost of same?

Yours, truly, D. P. SANFORD.

The following pencil notation appears on back of letter:

"Sanford
Spgd
M. O. Co.
X"

PETITIONER'S EXHIBIT 790.

CINCINNATI, O., *Dec. 12th, 1899.*

(Personal.) MERCHANT OIL CO.

Mr. CHAS. KERCHER,
 # 240 N. Hilton st., Decatur, Ill.

DEAR SIR: Referring to your favor of the 7th inst., it might b well for you to ascertain if the Merchants' Oil Co. of Springfield ar doing a very large business in Rochester. You certainly ought to b able to sell at least 200 gallons of oil upon every trip; in fact yo can see how expensive it will be where you only sell 100 gallons, fro the following figures: It will cost, figuring in the salary of the drive cost of keeping team, and your license, $3.29 a trip and with a 2-cen profit on a 100 gallons of oil you will notice there is a net loss to u of $1.29, whereas if you sell 200 gallons we will come out about even

We are very anxious to have you go after all the Merchants' O Co.'s business that is in sight, but we wish to caution you to be a economical in getting this business as possible. We believe by litt effort on your part and on the part of the driver, you will experienc no trouble in disposing of 200 gallons if not more, at Rochester o each trip.

Mr. Taylor called my attention the other day to the fact that w are not receiving your weekly reports of sales promptly, from Spring field, Decatur, and Terre Haute. We wish you would arrang matters so that there will be no delay in the future, in these report We should also like to have you watch closely the extension of credi sales by your drivers. It seems to us that these accounts ought t be paid up at least every two weeks and do not make new ones onl where it is necessary. We calculate to follow this matter up closel from this office and at the same time would like to have you give i your attention also so that the drivers will not abuse this privilege.

Yours, truly,

D. P. SANFORD.

The following pencil notation appears on back of letter:

"Taylor
Sanford
12/12/99
X
Spgd.
"

POOR COPY

PETITIONER'S EXHIBIT 791.

(Personal.)

CINCINNATI, O., *Dec. 19th, 1899.*

Mr. CHAS. KERCHER,
#240 N. Hilton st.,
Decatur, Ills.

DEAR SIR: We have been informed that two of the stockholders of the Merchants Oil Co., of Springfield, are also merchants at Rochester. They are F. M. DeLay and Parker & Co. We would like to have you ascertain who their customers are and have your driver make a special point of soliciting their trade. We understand that these two firms are getting their entire supply from the Merchants Oil Co., at Springfield, and we trust you will be successful in heading off this trade.

Mr. Taylor informed me this morning that you expected to have your brother go to Springfield to look after the business of the Banner Oil Co. We think this is a good move, and trust he will be able to make an improvement in your sales at this point. What is there new in the Springfield situation? It has been some time since we have heard from you as regards the conditions existing there. Has there been any change made as regards the boycott situation? Are you selling any of the members of the labor organization?

We note that your sales at Decatur are not showing any material change for the last two or three weeks. We would suggest that you give the situation at this point your attention and see if the business can not be increased. Did you succeed in selling the merchants that Mr. Maxon was unable to sell on account of their not wishing to buy from the Standard Oil Co.?

What benefits have you received from the advertising matter that was sent you some time ago; did it help your sales any? Have you anybody at Decatur soliciting for you?

Kindly give me the conditions existing at Decatur, Terre Haute, and Springfield, so that we may keep thoroughly informed of any changes or new complication as they present themselves.

Yours, truly,

D. P. SANFORD.

The following pencil notation appears on back of letter:

"Sanford,
Dec. 19.
Spgd
X "
"206"

PETITIONER'S EXHIBIT 792.

SPRINGFIELD, ILLS., *11-27-'99.*

In consideration of value received, I hereby transfer my entire interest and good will in the retail oil business operated by me, known as the Banner Oil Co., consisting of all horses, harness, wagons, cans, and everything pertaining to said oil business, to Charles and Wm. F. Kercher.

JOHN MAXON.

The following notation appears on back:

"Bill of sale
from
J. Maxon to Chas. Kercher
and Wm. F. Kercher
% Springfield."

PETITIONER'S EXHIBIT 793.

Form 191.

STANDARD OIL COMPANY, INCORPORATED.

E. B. STANLEY.

CINCINNATI, *April 20, 1900.*

(R) Personal.
Mr. M. MAXON,
Mngr., Decatur, Ills.

DEAR SIR: We herewith enclose you a bill of sale from John Maxon to Kercher Bros., showing transfer of the personal property of the Banner Oil Company. Please have Mr. John Maxon sign this document, and return same to you, and you in turn deliver it to Mr. Kercher, so that he can have it put on record at Springfield.

The object of recording this document is that Mr. Kercher believes that he can secure the influence of Senator Lentz, of Ohio, through a letter from him to the labor organization at Springfield, and he wanted this document recorded, so that in case any question should arise as to his ownership of the property he could refer to the records for this evidence.

We hope this will be the means of greatly improving the present situation at Springfield.

Yours, truly,

E. B. STANLEY,
By D. P. SANFORD.

Enclo.
Please destroy letter.

PETITIONER'S EXHIBIT 794.

Personal.
R

CINCINNATI, O., *Nov. 6, 1900.*

Mr. CHAS. KERCHER,
New National Hotel,
Terre Haute, Ind.

DEAR SIR: I am making a special effort to improve the situation in and around Springfield, Ills., and am very anxious to secure a large percentage of Solle Bros. business at this point. Please give this matter your personal attention at once, and let us see if it is not possible to make a big increase in our showing at this point in the near future. I believe the time is now ripe for some active work to be done, and if you are persistent in your efforts and follow it up systematically along the lines adopted in Terre Haute, we will soon be able to have these parties out of the way. Please let me hear from you as to what is necessary to accomplish this purpose at Springfield, and as to what success you are having from time to time.

Yours, truly,

D. P. SANFORD.
H.

The following pencil notation appears on the back of above letter:

"Sanford.
Spgd.
Solle.
X."

PETITIONER'S EXHIBIT 795.

Personal.
R

JULY 3, 1901.

Mr. CHAS. KERCHER,
304 S. 13th st.,
Terre Haute, Ind.

DEAR SIR: Attached please find copy of form to be used in closing purchase of Solle Bros., at Springfield. We would suggest that you have them accept this style of document as worded. If there is any objection to the last clause (marked with **) we would suggest substituting the clause that we have noted at the bottom. You will note that the one I have included in the document is much stronger and is a protection against their going into the oil business for a specified period, whereas the other clause is simply an intention with nothing binding as regards this matter.

Please close the deal as soon as possible.

Yours, truly,

D. P. SANFORD.
H.

PETITIONER'S EXHIBIT 796.

MEMORANDUM OF SALE.

Know all men by these presents that we, Solle Bros., conducting a general oil business in the city of Springfield, Ills., have this day sold to ..... for the sum of ..... cash in hand, receipt of which is hereby acknowledged, our entire oil business, including—

3,000 cans, more or less, on hand and in possession of customers.
2 horses of the following description.....
1 horse of the following description.....
1 tank wagon.
1 spring wagon.
1 set double harness.
1 set single harness.
Funnels, measures, and all paraphernalia used in connection with the handling of our oil business.

As a further consideration, for the sum of .....paid us, we hereby assign and transfer to .....our good will and interest in the oil business, not including book accounts now due us, and will use our best efforts and influence towards inducing the trade who have heretofore dealt with us to continue their business with said ..... ** as our successors, we agreeing not to enter into the oil business in said city of Springfield, Ills., for a period of ..... years from date of this document.

** or —
as our successors, it being our intention to retire permanently from the oil business.

PETITIONER'S EXHIBIT 797.

CINCINNATI, *April 4th, 1902.*

Mr. CHAS. KERCHER,
Box 144, Terre Haute, Ind.

DEAR SIR: Mr. Maxon, who was here yesterday, stated that there was no reason why you could not get a cent advance at retail for D. S. gasoline at Decatur. I suggest you take up the question, and if you think advisable, make the advance.

I also talked with Mr. Maxon about the Solle outfit at Springfield. Please confer with him on this subject, and see if you can not hit on a plan by which you can bring about a meeting with George Solle and see if you can get anything like a fair proposition out of him to sell his equipment. If his wagons and horses are worth as much as $200.00 or $300.00 it would seem to me that you could afford to pay him, at the very outside, say, $750.00. Of course, if you can get a proposition out of him at a less price you will do so. In order to insure that you would have no trouble with Solle after getting the business, you would have to defer a part of the payment. Say, for instance, if you agreed on a basis of $700.00, you could agree to pay him $400.00 cash, and the balance $300.00 at the rate of $25.00 per month for 12 months, and in agreeing to this stipulated payment you could have a contract to the effect that in consideration of this payment of $25.00 per month Solle was to give you his support and assistance in endeavoring to turn all of the business to you, and in case of his failure at any time to live up to this, say, by starting a wagon or aiding or abetting others in starting a competitive wagon, the payments would cease. You would then have him in a position where he would be compelled at least for a year to keep out of the way. It seems to me this would protect you in your peddling business.

For a while you might run one of the Solle wagons until you could gradually divert all of the Solle business and handle it with your own wagons. This would bring your gallonage per wagon up to a nice basis, and you could handle the additional gallonage without any additional cost; therefore, you would have a very nice gain in your profits on this saving.

If you can bring the matter up to a point where you can do anything, let me know.

Yours, truly,

C. T. COLLINGS.
H.

PETITIONER'S EXHIBIT 798.

(Personal) CINCINNATI, O., *Jan. 6th, 1900.*

Mr. CHAS. KERCHER,
#240 N. Hilton St., Decatur, Ills.

DEAR SIR: Your favor of the 4th inst. received and noted. We do not think it would be advisable at present to make any concessions in the way of prices, but would suggest your doubling Mr. Wagner's route so as to call twice as often as he is now doing on his customers. Also let us know at what prices Mr. Wagner is selling his oil. We believe by your watching his trade carefully and calling on it often, that you will catch quite a number of his customers needing oil and by a little diplomacy can, to a large extent, overcome his argument of sympathy.

After you have given this a thorough trial, let us know what success you had in carrying out the suggestions.

Yours, truly, D. P. SANFORD.

The following pencil notation appears on back of letter:
"Sanford
X"

PETITIONER'S EXHIBIT 799.

CINCINNATI, *July 3rd, 1902.*

Mr. CHAS. KERCHER,
Box 144, Terre Haute, Ind.

DEAR SIR: Please note enclosed copy of letter I am writing our manager at Evansville in regard to starting a peddling outfit at Vincennes, Ind. Please arrange to meet him. If, as a result of your conference, you decide to start one or two wagons at Vincennes, you can arrange to do so. Advise me at once and we will arrange about prices and all details.

Yours, truly, C. T. COLLINGS.
H.

Enclos.

PETITIONER'S EXHIBIT 800.

PEDDLER AT VINCENNES.

Personal. JULY 3RD, 1902.

Mr. ROBT. GUNTON, S. A.,
Evansville, Ind.

DEAR SIR: I am in receipt of your letter of the 1st, and note your suggestions in regard to Mr. Barnhard. I am sorry you said anything to Barnhart about going to Vincennes. We would not care to enter into an arrangement with him again on any terms or conditions.

As you seem very emphatic on the subject of encouraging a peddler to go into Vincennes, I would suggest that you communicate with Mr. Chas. Kercher, Box 144, Terre Haute, Ind. He is operating at Terre Haute and one or two other places, and has a good equipment of peddling wagons, and knows just how to handle a proposition of this kind. My suggestion would be that you arrange to meet him at Vincennes. You will of course have to have this meeting in a way that no one will see you together. If you will write Mr. Kercher I am sure you will have no trouble in making a date with him.

Yours, truly,

PETITIONER'S EXHIBIT 801.

CINCINNATI, *July 14th, 1902.*

SITUATION AT VINCENNES.

Mr. CHAS. KERCHER,
Box 144, Terre Haute, Ind.

DEAR SIR: I am in receipt of your letter of the 11th.

It will be all right for you to send the one extra outfit that you have over to Vincennes and start the business there as soon as you can conveniently do so. We believe that will be sufficient.

As to prices: I do not know what the present retail prices are at Vincennes, but I think the prices you have named are quite high enough—that is D. H. L., 9; Perfection, 11; gasoline, 12. In fact, I think Perfection could be put down to 10c. retail, as that is 2c. above the regular tank-wagon price to the merchants. According to our records, the tank-wagon prices the merchants are paying for oil are D. H. L., 7; Perfection, 8; D. S. gasoline, 10½. Therefore, I see no objection to your starting at these retail prices, even if the merchants' prices are higher than this.

Yours, truly,

C. T. COLLINGS.
H.

PETITIONER'S EXHIBIT 802.

CINCINNATI, *April 14th, 1902.*

Mr. CHAS. KERCHER,
Box 144, Terre Haute, Ind.

DEAR SIR: I am in receipt of your two letters of the 12th.

I think you had better go down to Macon and look into the situation there, and unless you can come to some understanding with Mr. Flournoy in regard to this peddler they have put on, I suggest you make a good, stiff cut in the retail prices, and let them understand that you are in a position to hold your business, and that you do not propose to let go of any portion or part of it. It won't do for you to let Flournoy and his crowd get a foothold. They no doubt think there is a good margin in this business, and they are going to try to "bleed" you. You might stop off here either going down or coming back.

In regard to the Pekin matter: I fully understand the difficulties you encounter in handling a case of this kind, and only called attention to the matter, thinking possibly you could do something with it. I have written Mr. Lashley.

Yours, truly,

C. T. COLLINGS.
H.

PETITIONER'S EXHIBIT 803.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.

N. Y. C., LESSEES.

L. A. EMERSON, *Gen'l Traffic Manager*, 96 Broadway, New York. H. A. HODGE, *General Freight Agent*, Oswego, N. Y. H. C. DAVIS, *Contg. Agent.*

Special rates terminate with the calendar year, unless otherwise agreed; but may be advanced at the option of the company.

Rates given by letter or telegraph will not be protected unless notice of acceptance is given before shipments are made.

Mileage of road.

Niagara Falls to Massena Springs	300.0
Lewiston Junction to Lewiston	7.0
Rochester to Windsor Beach	5.6
Sandy Creek to Syracuse	44.2
Richland to Rome	41.6
Watertown Junction to Cape Vincent	24.3
De Kalb Junction to Ogdensburg	19.0
Syracuse to Oswego	36.0
Utica to Ogdensburg	133.9
Carthage to Sacket Harbor	26.3
Theresa Junction to Clayton	13.8
Total	654.7

ROCHESTER, N. Y., *Oct. 20th, 1891.*

AMERICAN OIL WORKS, LIMITED,
Titusville, Pa.

GENTLEMEN: Replying to your favor of the 13th inst., requesting rates to northern New York and Vermont points on oil:

I regret to say, I am unable to quote you rates to the points in question, as the rates are made and given at point of shipment.

Yours, truly,

H. C. DAVIS,
Contg. Agt.

PETITIONER'S EXHIBIT 804.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co.

GRAND CENTRAL STATION.

SAMUEL GOODMAN, *Ass't Traffic Manager.*

NEW YORK, *May 15th, 1900.*

Mr. G. W. BARTLETT,
Sup't, Dunkirk, N. Y.

DEAR SIR: I very carefully note contents of yours dated the 11th inst. as regards rates from Titusville to points in northern New England located on the Rutland Road and Central Vermont Road.

There is absolutely no use in our assuming to make through rates beyond Norwood, as neither the O. & L. C. nor yet the Central Vermont road will accept a proportion of the through rate whatever it may be, but insist upon charging their arbitraries from Norwood. I have had this up a great many times with these roads and always without success, and for the time being at least I do not care to take up the matter further, as I know that no good result will follow. We shall have to hold this matter in abeyance for a time, and possibly later on something may be done.

Yours, truly,

S. GOODMAN,
A. T. M.

PETITIONER'S EXHIBIT 805.

Form 3237-A. S. 7340. 2-05. 5M. C. H. P.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

THE
LAKE SHORE
& MICHIGAN
SOUTHERN
RAILWAY
FAST MAIL LINE.

OFFICE DIVISION FREIGHT AGENT.

GEO. B. WHEELER, *General Freight Agent.* W. H. SMITH, *Division Freight Agent.*

CLEVELAND, O., *May 1, 1906.*
Refer to No. *R 3386.*

Mr. T. B. WESTGATE,
Treas., American Oil Works, Ltd.,
Titusville, Pa.

DEAR SIRS: Replying to your letter of April 21st. The present rates on oil from Titusville, Pa. to Burlington, Vt., via the Rutland R. R. are carloads, 33c.; less carloads, 40½c per cwt. Attached hereto you will find a copy of the Central Vermont Ry. tariff naming rates from Burlington to points on their line. They advise they apply second class on less carloads and third class on carloads.

Please advise just what points you desire to reach on the D. & H., and we will advise you best rates we can secure.

Yours, truly,

W. H. SMITH.
K. [H.?]
D. F. A.

PETITIONER'S EXHIBIT 805—Continued.

CENTRAL VERMONT RAILWAY COMPANY.

Class rates in cents per 100 pounds
between
Burlington, Vt.,

Miles.	And	1.	2.	3.	4.	5.	6.
117	St. Lambert, Que.	44	37	29	21	17	14
105	Chambly Basin, "	42	36	28	20	16	13
103	Chambly Canton, "	42	36	28	20	16	13
102	Richelieu "	42	36	28	20	16	13
98	Marieville, "	40	35	27	20	15	13
103	*Rougemont, "	42	36	28	20	16	13
107	St. Cesaire "	42	36	28	20	16	13
94	St. Angelo, "	39	34	26	20	15	13
91	*St. Brigide Road, "	39	34	26	20	15	13
113	Waterloo, "	44	37	29	21	17	14
107	*West Shefford, "	42	36	28	20	16	13
99	Granby "	40	35	27	20	15	13
92	*Angeline, "	39	34	26	20	15	13
103	Frelighsburg, "	42	36	28	20	16	13
96	Stanbridge East, "	40	35	27	20	15	13
95	*Riceburg, "	39	34	26	20	15	13
93	*Stone, "	39	34	26	20	15	13
90	*Durocher, "	38	32	25	19	14	12
85	Farnham, "	36	30	24	19	14	12
81	St. Brigide, "	36	30	24	19	14	12
78	*Versailles, "	34	29	23	18	13	11
76	St. Johns, "	34	29	23	18	13	11
75	Iberville, "	32	28	22	17	13	11
67	St. Alexander, "	31	27	21	17	12	11
60	Des Rivieres, "	27	23	19	15	12	10
57	Stanbridge, "	27	23	19	15	12	10
51	St. Armand, "	25	22	17	13	11	9
46	Highgate Springs, Vt.	24	21	16	12	10	9
42	East Swanton, "	23	20	16	12	10	9
56	Rouses Point, N. Y.	27	23	19	15	12	10
53	Alburgh, Vt.	25	22	17	13	11	9
49	East Alburgh "	24	21	16	12	10	9
48	West Swanton, "	24	21	16	12	10	9
42	Swanton, "	23	20	16	12	10	9
33	St. Albans, "	20	18	15	11	9	8
61	Richford, "	29	25	20	16	12	10
57	East Berkshire, "	27	23	19	15	12	10
54	North Enosburgh, "	25	22	17	13	11	9
51	Enosburgh Falls, "	25	22	17	13	11	9
48	South Franklin, "	24	21	16	12	10	9
46	North Sheldon "	24	21	16	12	10	9
43	Sheldon Junction, "	23	20	16	12	10	9
42	Sheldon Springs, "	23	20	16	12	10	9
38	*Green's Corners, "	22	19	15	11	10	9
27	Oalkand, Vt.	18	16	14	10	9	8
23	Georgia, "	16	14	12	9	8	7
19	Milton, "	14	12	10	8	7	6
12	Colchester "	12	11	9	7	6	5
34	Cambridge Jct., "	20	18	15	11	9	8
33	Jeffersonville, "	20	18	15	11	9	8
30	Cambridge, "	18	16	14	10	9	8
25	*Cloverdale, "	16	14	12	9	8	7
24	*North Underhill, "	16	14	12	9	8	7
20	Underhill, "	14	12	10	8	7	6
16	Jerico, "	14	12	10	8	7	6
12	Essex Center, "	12	11	9	7	6	5
8	Essex Junction, "	10	9	8	7	5	4
5	†Fort Ethan Allen, "	10	9	8	7	5	4
3	Winooski, "	8	7	6	5	4	3
0	Burlington, "						
12	Williston, "	12	11	9	7	6	5
18	Richmond, "	14	12	10	8	7	6
21	Jonesville, "	16	14	12	9	8	7
24	Bolton, "	16	14	12	9	8	7
26	North Duxbury, "	18	16	14	10	9	8
31	Waterbury, "	20	18	15	11	9	8
36	Middlesex, "	22	19	15	11	10	9
56	Williamstown, "	27	23	19	15	12	10
51	South Barre, "	25	22	17	13	11	9
50	Barre, "	24	21	16	12	10	9
42	Montpelier "	23	20	16	12	10	9
46	*West Berlin, "	24	21	16	12	10	9
48	*Northfield Falls, "	24	21	16	12	10	9
50	Northfield, "	24	21	16	12	10	9
57	Roxbury, "	27	23	19	15	12	10
63	*East Granville, "	29	25	20	16	12	10
66	Braintree, "	31	27	21	17	12	11
72	Randolph, "	32	28	22	17	13	11
79	Bethel, "	34	29	23	18	13	11
84	Royalton, "	36	30	24	19	14	12
86	South Royalton, "	38	32	25	19	14	12
91	Sharon, "	39	34	26	20	15	13
96	West Hartford, "	40	35	27	20	15	13
102	Hartford, "	42	36	28	20	16	13
104	White River Jct., "	42	36	28	20	16	13
109	North Hartland "	42	36	28	20	16	13
114	Hartland, "	44	37	29	21	17	14
118	Windsor, "	44	37	29	21	17	14

* No agent; freight must be prepaid.

† Additional charge for switching.

PETITIONER'S EXHIBIT 806.

G. F. D. 614½. 2-99-2000. No. 892.

E. C. SMITH and CHAS. M. HAYS, receivers.

CENTRAL VERMONT RAILROAD.

(Rubber stamped across above:)

CENTRAL VERMONT RAILWAY COMPANY.

GENERAL FREIGHT DEPARTMENT.

E. A. CHITTENDEN, *General Freight Agent.*
GEO. CASSIDY, *Ass't Gen'l Freight Agent.*
(*Rubber-stamped across above:*)
J. E. DALRYMPLE, *General Freight Agent.*

ST. ALBANS, VT., 8/21/00.

Mr. J. A. MURRAY,
Malone, N. Y.

DEAR SIR: Your letter Aug. 13th. Can quote you rates on petroleum oil in barrels, carloads, and less than carloads, as follows:

From Rouses Point, N. Y., to—									
Alburg,	Vt.,	C. L.	6c.;	L. C. L.	7	cts.	per	100	lbs.
Alburg Spgs.,	"	"	8c.;	"	9	"	"	"	"
St. Albans,	"	"	12c.;	"	14	"	"	"	"
Enosburg Falls,	"	"	16c.;	"	20	"	"	"	"
Richford,	"	"	17c.;	"	22	"	"	"	"
Essex Jct.,	Vt.,	C. L.	16c.;	L. C. L.	21	cts.	per	100	lbs.
Jonesville,	"	"	20c.;	"	25	"	"	"	"
Richmond,	"	"	19c.;	"	23	"	"	"	"
Waterbury,	"	"	21c.;	"	27	"	"	"	"
Montpelier,	"	"	24c.;	"	30	"	"	"	"
Barre,	"	"	25c.;	"	32	"	"	"	"
Northfield,	"	"	26c.;	"	34	"	"	"	"
Bethel,	"	"	29c.;	"	37	"	"	"	"
Randolph,	"	"	29c.;	"	37	"	"	"	"
White River Jct.,	"	"	34c.;	"	42	"	"	"	"
From White River Jct. to—									
Randolph,	Vt.,	C. L.	15c.;	L. C. L.	19	"	"	"	"
Bethel,	"	"	15c.;	"	18	"	"	"	"
Northfield,	Vt.,	C. L.	19c.;	L. C. L.	23	cts.	per	100	lbs.
Montpelier,	"	"	21c.;	"	27	"	"	"	"
Barre,	"	"	22c.;	"	28	"	"	"	"
Waterbury,	"	"	23c.;	"	29	"	"	"	"
Jonesville,	"	"	25c.;	"	32	"	"	"	"

Can not give you rates from Buffalo, N. Y. Would suggest you correspond direct with shipping point for this information.

Yours truly,

J. E. DALRYMPLE,
G. F. A.

PETITIONER'S EXHIBIT 807.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

J. E. DALRYMPLE, *General Freight Agent.*

ST. ALBANS, VT., *September 22, 1904.*

AMERICAN OIL WORKS, LIMITED,
Titusville, Pa.

GENTLEMEN: Replying to your favor of September 20th, beg to advise that our rate on refined oil in carloads from Rouses Point to Enosburg Falls is 16 cents, from Windsor 31 cents, and from St. Johns, Que., 20 cents per hundred pounds.

If the routing of this shipment is controlled by you allow me to suggest that you have it forwarded via Buffalo, Grand Trunk Ry. and St. Johns, Que., as I am of the opinion that you can obtain a lower through rate via this route than either Rouses Point or Windsor.

Yours, truly,

J. E. DALRYMPLE,
S.
General Freight Agent.

JKS/B.

PETITIONER'S EXHIBIT 808-A.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

J. E. DALRYMPLE, *General Freight Agent.*

ST. ALBANS, VT., *June 2, 1905.*

AMERICAN OIL WORKS, LIMITED,
Titusville, Pa.

GENTLEMEN: Referring to your favor of the 26th ultimo. I enclose herewith copies of our rate sheets naming class rates from Rouses Point, N. Y., and White River Jct., Vt., to all points on our line north of Windsor. On petroleum oil we apply over our line on less carloads 2nd and carloads 3rd class. This will enable you to arrive at rates to all points named.

Yours, truly,

J. E. DALRYMPLE,
S.
General Freight Agent.

JKS. N. 17.

Slip attached to Petitioner's Exhibit 808-A, as follows:

Central Vermont Railway Co.,
General Freight Department,
St. Albans, Vt., ...

For inclosure No. 17. .....
To.....
.....

PETITIONER'S EXHIBIT 808–B.

CENTRAL VERMONT RAILWAY COMPANY.

Class rates in cents per 100 pounds
between
White River Junction, Vt.

Miles.	And	1	2	3	4	5	6	Miles.	And	1	2	3	4	5	6
205	St. Lambert, Que.	45	40	31	21	19	16	115	Oakland, Vt.	44	37	29	21	17	14
193	Chambly Basin, "	45	40	31	21	19	16	111	Georgia, "	44	37	29	21	17	14
191	Chambly Canton, "	45	40	31	21	19	16	107	Milton, "	42	36	28	20	16	13
190	Richelieu, "	45	40	31	21	19	16	100	Colchester, "	40	35	27	20	15	13
186	Marieville, "	45	40	31	21	19	16	122	Cambridge Jct., "	45	38	31	21	18	14
191	*Rougemont, "	45	40	31	21	19	16	121	Jeffersonville, "	45	38	31	21	18	14
195	St. Cesaire, "	45	40	31	21	19	16	118	Cambridge, "	44	37	29	21	17	14
182	St. Angele, "	45	40	31	21	19	16	113	*Cloverdale, "	44	37	29	21	17	14
179	*St. Brigide Road, "	45	40	31	21	19	16	112	*North Underhill, "	44	37	29	21	17	14
201	Waterloo, "	45	40	31	21	19	16	108	Underhill, "	42	36	28	20	16	13
195	*West Shefford, "	45	40	31	21	19	16	104	Jericho, "	42	36	28	20	16	13
187	Granby, "	45	40	31	21	19	16	100	Essex Center, "	40	35	27	20	15	13
180	*Angeline, "	45	40	31	21	19	16	96	Essex Junction, "	40	35	27	20	15	13
191	Frelighsburg, "	45	40	31	21	19	16	99	†Fort Ethan Allen, "	40	35	27	20	15	13
184	Stanbridge East, "	45	40	31	21	19	16	101	Winooski, "	42	36	28	20	16	13
183	*Riceburg, "	45	40	31	21	19	16	104	Burlington, "	42	36	28	20	16	13
181	*Stone, "	45	40	31	21	19	16	92	Williston, "	39	34	26	20	15	13
178	*Durocher, "	45	40	31	21	19	16	86	Richmond, "	38	32	25	19	14	12
173	Farnham, "	45	40	31	21	19	16	84	Jonesville, "	36	30	24	19	14	12
169	St. Brigide, "	45	40	31	21	19	16	80	Bolton, "	34	29	23	18	13	11
166	*Versailles, "	45	40	31	21	19	16	78	North Duxbury, "	34	29	23	18	13	11
164	St. Johns, "	45	40	31	21	19	16	73	Waterbury, "	32	28	22	17	13	11
163	Iberville, "	45	40	31	21	19	16	68	Middlesex, "	31	27	21	17	12	11
155	St. Alexander, "	45	40	31	21	19	15	78	Williamstown, "	34	29	23	18	13	11
148	Des Rivieres, "	45	40	31	21	19	15	74	South Barre, "	32	28	22	17	13	11
145	Stanbridge, "	45	40	31	21	19	15	72	Barre, "	32	28	22	17	13	11
139	St. Armand, "	45	40	31	21	19	15	65	Montpelier "	29	25	20	16	12	10
134	Highgate Springs, Vt.	45	40	31	21	19	15	58	*West Berlin "	27	23	19	15	12	10
130	East Swanton, "	45	38	31	21	18	14	56	*Northfield Falls, "	27	23	19	15	12	10
144	Rouses Point, N. Y.	45	40	31	21	19	15	54	Northfield, "	25	22	17	13	11	9
141	Alburgh, Vt.	45	40	31	21	19	15	47	Roxbury, "	24	21	16	12	10	9
137	East Alburgh, "	45	40	31	21	19	15	41	*East Granville, "	23	20	16	12	10	9
136	West Swanton, "	45	40	31	21	19	15	38	Braintree, "	22	19	15	11	10	9
130	Swanton, "	45	38	31	21	18	14	32	Randolph, "	20	18	15	11	9	8
121	St. Albans "	45	38	31	21	18	14	25	Bethel, "	16	14	12	9	8	7
149	Richford, "	45	40	31	21	19	15	20	Royalton, "	14	12	10	8	7	6
145	East Berkshire, "	45	40	31	21	19	15	18	South Royalton, "	14	12	10	8	7	6
142	North Enosburgh, "	45	40	31	21	19	15	13	Sharon, "	12	11	9	7	6	5
139	Enosburgh Falls, "	45	40	31	21	19	15	8	West Hartford, "	10	9	8	7	5	4
136	South Franklin, "	45	40	31	21	19	15	2	Hartford, "	8	7	6	5	4	3
134	North Sheldon, "	45	40	31	21	19	15	0	White River Jct., "						
131	Sheldon Junction, "	45	40	31	21	19	15	5	North Hartland, "	8	7	6	5	4	3
130	Sheldon Springs, "	45	38	31	21	18	14	10	Hartland, "	10	9	8	7	5	4
126	*Greens Corners, "	45	38	31	21	18	14	14	Windsor, "	12	11	9	7	6	5

* No agent; freight must be prepaid.

† Additional charge for switching.

PETITIONER'S EXHIBIT 808–C.

CENTRAL VERMONT RAILWAY COMPANY.

24

Class rates in cents per 100 pounds between Rouses Point, N. Y.

Miles.	And	1	2	3	4	5	6
96	St. Lambert, Que.	40	35	27	20	15	13
84	Chambly Basin, "	36	30	24	19	14	12
82	Chambly Canton, "	36	30	24	19	14	12
81	Richelieu, "	36	30	24	19	14	12
77	Marieville, "	34	29	23	18	13	11
82	*Rougemont, "	36	30	24	19	14	12
86	St. Cesaire, "	38	32	25	19	14	12
73	St. Angele "	32	28	22	17	13	11
70	*St. Brigide Road, "	31	27	21	17	12	11
92	Waterloo, "	39	34	26	20	15	13
86	*West Shefford, "	38	32	25	19	14	12
78	Granby, "	34	29	23	18	13	11
71	*Angeline, "	32	28	22	17	13	11
82	Freighsburg, "	36	30	24	19	14	12
75	Stanbridge East, "	32	28	22	17	13	11
74	*Riceburg, "	32	28	22	17	13	11
72	*Stone, "	31	27	21	17	12	11
69	*Durocher, "	29	25	20	16	12	10
64	Farnham, "	27	23	19	15	12	10
60	St. Brigide, "	27	23	19	15	12	10
57	*Versailles, "	25	22	17	13	11	9
55	St. Johns, "	25	22	17	13	11	9
54	Iberville, "	24	21	16	12	10	9
46	St. Alexander, "	22	19	15	11	10	9
39	Des Rivieres, "	22	19	15	11	10	9
36	Stanbridge, "	18	16	14	10	9	8
30	St. Armand, "	16	14	12	9	8	7
25	Highgate Springs, Vt.	16	14	12	9	8	7
21	East Swanton, "						
0	Rouses Point, N. Y.						
4	Alburgh, Vt.	8	7	6	5	4	3
8	East Alburgh, "	10	9	8	7	5	4
9	West Swanton, "	10	9	8	7	5	4
15	Swanton, "	12	11	9	7	6	5
24	St. Albans, "	16	14	12	9	8	7
32	Richford, "	25	22	17	13	11	9
48	East Berkshire, "	24	21	16	12	10	9
45	North Enosburgh, "	23	20	16	12	10	9
42	Enosburgh Falls, "	23	20	16	12	10	9
39	South Franklin, "	22	19	15	11	10	9
37	North Sheldon, "	22	19	15	11	10	9
34	Sheldon Junction, "	20	18	15	11	9	8
33	Sheldon Springs, "	20	18	15	11	9	8
29	*Greens Corners, "	18	16	14	10	9	8
29	Oakland Vt.	18	16	14	10	9	8
34	Georgia, "	20	18	15	11	9	8
37	Milton, "	22	19	15	11	10	9
44	Colchester, "	23	20	16	12	10	9
74	Cambridge Jct., "	32	28	22	17	13	11
73	Jeffersonville, "	32	28	22	17	13	11
71	Cambridge, "	32	28	22	17	13	11
66	*Cloverdale, "	31	27	21	17	12	11
64	*North Underhill, "	29	25	20	16	12	10
60	Underhill, "	27	23	19	15	12	10
56	Jericho, "	27	23	19	15	12	10
52	Essex Center, "	25	22	17	13	11	9
48	Essex Junction, "	24	21	16	12	10	9
51	†Fort Ethan Allen, "	25	22	17	13	11	9
53	Winooski, "	25	22	17	13	11	9
56	Burlington, "	27	23	19	15	12	10
52	Williston, "	25	22	17	13	11	9
59	Richmond, "	27	23	19	15	12	10
61	Jonesville, "	29	25	20	16	12	10
65	Bolton, "	29	25	20	16	12	10
67	North Duxbury, "	31	27	21	17	12	11
71	Waterbury, "	32	28	22	17	13	11
76	Middlesex, "	34	29	23	18	13	11
96	Williamstown, "	40	35	27	20	15	13
92	South Barre, "	39	34	26	20	15	13
90	Barre, "	38	32	25	19	14	12
83	Montpelier, "	36	30	24	19	14	12
86	*West Berlin, "	38	32	25	19	14	12
89	*Northfield Falls, "	38	32	25	19	14	12
91	Northfield, "	39	34	26	20	15	13
98	Roxbury, "	40	35	27	20	15	13
103	*East Granville, "	42	36	28	20	16	13
106	Braintree, "	42	36	28	20	16	13
112	Randolph, "	44	37	29	21	17	14
119	Bethel, "	44	37	29	21	17	14
124	Royalton, "	45	38	31	21	18	14
126	South Royalton, "	45	38	31	21	18	14
131	Sharon, "	45	40	31	21	19	15
137	West Hartford, "	45	40	31	21	19	15
143	Hartford, "	45	40	31	21	19	15
144	White River Jct., "	45	40	31	21	19	15
149	North Hartland, "	45	40	31	21	19	15
154	Hartland, "	45	40	31	21	19	15
158	Windsor, "	45	40	31	21	19	15

19

320
19

2880
320

60.80

* No agent; freight must be prepaid.

† Additional charge for switching.

PETITIONER'S EXHIBIT 809.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co.

WEST SHORE RAILROAD.

SAMUEL GOODMAN, *Ass't Traffic Manager.*

GRAND CENTRAL STATION,
NEW YORK, *March 20th, 1902.*

Mr. T. B. WESTGATE,
Treas'r American Oil Works, Ltd.,
Titusville, Pa.

DEAR SIR: I am in receipt of your esteemed favor dated the 17th inst. and desire to assure you in reply that nothing in the world will give us greater pleasure than to be of service to you at any and all times, but as far as the Mohawk & Malone Road is concerned Boston rates have never been applied or authorized, and if any oil has ever been shipped at those rates it was simply through a misapprehension and without authority.

For your information I would like to say that the Mohawk & Malone Road has but a very limited business and can only pay operating expenses and fixed charges by maintaining higher rates than we do from points on the main line of our system. There is only one town on the entire road between Utica and Malone which contains more than five thousand inhabitants, and but a very few villages, and you can therefore readily see the necessity for our action.

It would not help you in the least if we should make Boston rates on oil as our doing so would compel us to make a corresponding reduction in our local rates from Utica and Rochester which would involve a considerable loss to us in the way of revenue as the volume of business can not be increased. As long as we do not accept Boston rates from Cleveland, Warren and other oil shipping points to points on the Mohawk & Malone Road you certainly ought not to feel aggrieved, and I hope you will advise me to that effect.

Yours truly,

S. GOODMAN, *A. T. M.*

PETITIONER'S EXHIBIT 810-A.

Nov. 2, 1904.

Mr. FRANCIS LABAU, A. F. T. M.,
New York, N. Y.

MY DEAR SIR: Not having heard from you since my recent conversation with you concerning freight traffic on oil to points over the N. Y. & O., the Adirondack System, and the Rutland System, I now take the matter up with you by letter. You were to meet Mr. Wheeler of the Lake Shore in Buffalo the week following my conversation with you. I have a letter from Mr. Geo. B. Wheeler of the Lake Shore dated Oct. 27th, in which he says he will take the matter up with you regarding this.

Time is rapidly slipping by, and it is necessary that I have an immediate reply regarding the oil rates to the points in question. I will now restate them, and that is that we would like to have you place oil rates to points reached by the N. Y. & O., to their Ottawa terminal at Boston rate of 23½ cents per hundred, to Beauharnois, reached by the Adirondack at same rate, and even into Montreal if possible, and Boston rates should apply, 23½ cents per hundred on the Rutland line. The above lines take Boston rate in classification tariff, and why should they not take it on Commodity tariff?

Hoping to hear from you by return mail, I am, yours very truly,

T. B. WESTGATE,
Treasurer & Manager, American Oil Works, Limited.

P. S.—Above request is for oil in carloads, in barrels and tank cars.

A. O. W., L.

PETITIONER'S EXHIBIT 810-B.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO.

WEST SHORE RAILROAD.

F. L. POMEROY, *Freight Traffic Manager.* FRANCIS LABAU, *Asst. Freight Traffic Manager.*

GRAND CENTRAL STATION,
NEW YORK, *Nov. 5th, 1904.*

AMERICAN OIL WORKS, LIMITED,
Titusville, Pa.

GENTLEMEN: I am in receipt of your favor of the 2nd inst. calling my attention to interview in this office with Mr. Westgate some ten days ago, and I beg to say that I have been looking into our situation in northern New York State and adjacent Canadian territory, with respect to rates on petroleum and its products and find them in a pretty chaotic condition, but I am now working on the matter with our Mr. Kallman, who has charge of our tariff matters, and I beg to advise you further that I had a short talk with Mr. Wheeler of the L. S. & M. S. on this topic in Buffalo Tuesday last, and we will deal with the matter together and I hope to be able to say something definite to you very shortly.

Yours truly,

F. LABAU,
Asst. Freight Traffic Manager.

PETITIONER'S EXHIBIT 810-C.

Nov. 19, 1904.

F. LaBau, *F. T. Mgr. N. Y. C.,*
New York, N. Y.

Dear Sir: I beg to call your attention again to the oil rates I asked you for in person a month ago, concerning which I wrote you two weeks ago, but up to this date no reply is received from you. Is it possible for us to ship our goods to Ottawa or Cornwall via your lines at 23½ cents per hundred carlots. Also to Montreal. It would seem that inasmuch as your system runs within 9 miles of Montreal that there would be no trouble at all in reaching that point on this basis. If $\frac{6}{10}$ to $\frac{7}{10}$ of a cent per ton per mile on freight is or could be made the basis for the oil freight to those points, it would certainly fall below the 23½ cent mark, and that is what the N. Y. C. claim they could carry the oil for at a profit. It is growing late in the season and we must know immediately what results we may expect from you regarding this contemplated through rate on oil from Titusville to above named points. Also asked for same rates to points on the Rutland lines which take Boston rate on classified freight as well as does Cornwall, Ottawa, and Montreal. The season is getting late and we must know at once if you can not comply, then we will be obliged to ship goods over other lines.

Yours very truly,

American Oil Works, Limited,
Per T. B. Westgate, *Treasurer.*

PETITIONER'S EXHIBIT 810-D.

NEW YORK CENTRAL & HUDSON RIVER R. R. Co.

WEST SHORE RAILROAD.

F. L. POMEROY, *Freight Traffic Manager.* FRANCIS LABAU, *Asst. Freight Traffic Manager.*

GRAND CENTRAL STATION,
New York, Nov. 22nd, 1904.

FLB-P
File 5629.

AMERICAN OIL WORKS, LTD.,
Titusville, Pa.

GENTLEMEN: I have your letter of the 19th inst., written by your Mr. Westgate, and note that you say you have heard nothing from me in response to your letter of November 2nd.

I wrote you the 5th inst. a letter, of which I enclose herewith a copy, and which must have miscarried in the mails, and I can only add that our only method of access into Ottawa and Cornwall by which we could possibly put oil into that territory in competition with the Canadian Pacific and Grand Trunk is over the rails of the New York & Ottawa Railroad, which is entirely an independent line and charges very high arbitrary rates, and we are not in a position to force any basis of rates we may desire into that territory, and our situation is a good deal the same in Montreal. The only arrangements we have for reaching this latter point are over the Grand Trunk or Canadian Pacific rails, and of course they exact very high arbitraries from us in order to protect oil shipments from their long haul territory in western Ontario.

As already indicated to you, this matter is in a pretty bad snarl, but we hope to have it in some sort of shape shortly, but I do not think very much can be done at present.

Yours truly,

F. LABAU,
Asst. Freight Traffic Manager.

US

PETITIONER'S EXHIBIT 810-E.

294.

NOV. 23, 1904.

Mr. F. LABAU, A. F. T. M. N. Y. C.
New York, N. Y.

DEAR SIR: Your valued favor of the 22nd, FLB-T, File 5629, received, and from the reading of same, it is very difficult for me to determine the exact status of the point in question. I was of the impression that it only took a prompt request and an immediate action on the part of one or two railroads to present a through rate. Your letter rather infers from the reading that the N. Y. & O. railroad will not participate in a Boston freight rate, Titusville to Cornwall and Titusville to Ottawa on carload tank and barrel shipment. Is this a fact? Is it also a fact that the C. P. will not participate in a Boston freight to Montreal? The N. Y. C. own or control the lines to within 9 miles of Montreal, and the freight that the C. P. could extort on that 9 miles hauling certainly should be very small per hundred pounds. We asked you also to apply the Boston rates to terminal points on the N. Y. C. lines in Canada. You give me no reply to that. Also no reply to my request for the Boston rates on oil on the Rutland line from Titusville, which points are also Boston basis points on classification freight. It seems to me that these questions ought to be answered yes or no within a very few days from the day inquiry is made.

Will you please give this your early attention and advise results, and oblige,

Yours very truly,

T. B. WESTGATE,
Treasurer, American Oil Works Limited.

PETITIONER'S EXHIBIT 810-F.

337

DEC. 6, 1904.

Mr. F. LABAU, F. T. M.,
New York, N. Y.

DEAR SIR: We are still anxiously awaiting a favorable reply to our last letters of Nov. 19th and 23rd relative to oil rates to points on the N. Y. & O., Rutland Line and to Montreal Que., via the Adirondack Line. Are we to infer from your silence that you do not care for the business, and in diverting that line of business to other lines, other N. Y. C. business would go accordingly? It would seem that our oil trade was certainly worth taking care of, if it is not, there are other roads that appreciate even the small amount of freight that we can give them. May we not have an immediate reply to our inquiries and please state just what you can do.

Yours very truly,

AMERICAN OIL WORKS LIMITED.
Per T. B. WESTGATE, *Treasurer.*

PETITIONER'S EXHIBIT 810-G.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO.

WEST SHORE RAILROAD.

F. L. POMEROY, *Freight Traffic Manager.* FRANCIS LABAU, *Asst. Freight Traffic Manager.*

GRAND CENTRAL STATION,
New York, Dec. 9th, 1904.

FLB-P
File 5629.

AMERICAN OIL WORKS, LIMITED,
Titusville, Pa.

GENTLEMEN: I have yours of the 6th inst., supplementary to your letter of November 23rd.

It certainly was no intention in my letter of November 22nd to have it obscure in any particular.

The facts are that the New York & Ottawa Railroad is and always has been an independent line, and we have to pay very large arbitraries to that road, which we can not afford to absorb in making the Boston rate apply to points on that road upon petroleum. Furthermore, we are subject to very high arbitraries of the Canadian Pacific Railway in getting into Montreal, and the situation is somewhat similar with respect to points on the Rutland Railroad, and our Mr. Kallman is now dealing with the matter of these arbitraries and when we may have been able to bring about a reduction therein, it will then remain for the initial roads leading east from the oil regions to say as to whether they will establish the Boston rate basis to the territory you desire and absorb the necessary arbitraries to bring that basis about, and inasmuch as in the particular instance you are interested in, the Lake Shore is the initial road, I think it best that you keep in touch with Mr. Wheeler of the Lake Shore on the subject.

Yours truly,

US

F. LABAU,
Asst. Freight Traffic Manager.

PETITIONER'S EXHIBIT 810-H.

506

JAN. 27, 1905.

FRANCIS LABAU,
Assistant Traf. Mgr., New York, N. Y.

DEAR SIR: Referring to your letter of Dec. 29th, file 5629, it seems very strange that we do not hear from you relative to the rates on oil carloads to points in question. Now that the N. Y. C. has assumed control of the N. Y. & O. you certainly ought to be able to give us the rate requested to Cornwall and Ottawa. Would like very much to hear from you regarding other rates to points named on the Rutland and the Adirondack divisions.

Kindly let us hear from you at once, and oblige,

Yours very truly,

AMERICAN OIL WORKS LIMITED.
Per T. B. WESTGATE, *Treasurer.*

PETITIONER'S EXHIBIT 810-I.

NEW YORK CENTRAL & HUDSON RIVER R. R. CO.

WEST SHORE RAILROAD.

F. L. POMEROY, *Freight Traffic Manager.* FRANCIS LABAU, *Asst. Freight Traffic Manager.*

GRAND CENTRAL STATION,
New York, Jan. 30th, 1905.

FLB–P File 5629.

AMERICAN OIL WORKS, LIMITED,
Titusville, Pa.

GENTLEMEN: I have your favor of the 27th inst. written by your Mr. Westgate, and beg to advise that under the change of control of the New York & Ottawa Railway, we contemplate some revisions of the rate bases in northern New York territory and adjacent Canadian territory, but the situation is very complicated and it will take some time to work out the problem, with which we are in touch with our various connections, and I must refer you to the Lake Shore people as representing the initial line from Titusville as to what action is taken.

Yours truly,

F. LABAU,
Asst. Freight Traffic Manager.

US

PETITIONER'S EXHIBIT 811-A.

Henry W. Gays, Receiver.

NEW YORK & OTTAWA RAILROAD.

OTTAWA & NEW YORK RAILWAY.

G. H. PHILLIPS, *General Freight and Passenger Agent.* GEO. A. BROWN, A. G. F. A.

OTTAWA, ONT., *Feby. 6th, 1902.*

4880

GAB AM

Messrs. THE AMERICAN OIL WORKS,
Titusville, Penn.

DEAR SIRS: Replying to your letter of Feby. 4th.

We shall be pleased to look after the payment of duty, testing, etc., on the car of oil which you desire to ship to Russell, if you will forward us list of consignees and invoice for the full carload and shippers manifest. The car of course should be billed to St. Regis Falls the same as the others and we will arrange to forward.

If you succeed in securing a car for Winchester this should also be billed to St. Regis Falls and shippers manifest furnished, which should be sent us direct.

As regards the latter portion of your letter regarding rate of 23½ c. per 100 pounds. We are perfectly satisfied with the percentage allowed us on the 23½c rate which is governed by Red Line Percentage Book. We have had some correspondence with the Lake Shore people, but merely asked for a copy of the tariff covering the rate. Had we been able to get hold of a copy of the tariff we might have arranged to have it reissued to cover all the points on our line and thus save rebilling. They have no cause for complaint and we certainly have made no complaint as to the proportion to be allowed us. We have not received a copy of the tariff and have decided to let the matter drop in order that there may be no question of the continuance of the rate.

Yours truly,

GEO. A. BROWN, *A. G. F. A.*

PETITIONER'S EXHIBIT 811-B.

Henry W. Gays, Receiver.

NEW YORK & OTTAWA RAILROAD.

OTTAWA & NEW YORK RAILWAY.

G. H. PHILLIPS, *General Freight and Passenger Agent.* GEO. A. BROWN, A. G. F. A.

OTTAWA, ONT., *Feby. 13th, 1902.*

FJB AM

Messrs. THE AMERICAN OIL WORKS,
Titusville, Penn.

DEAR SIRS: I have your letter of Feby. 8th regarding rate of 23½c. per 100 lbs. which has been in effect for a number of years to points on our line.

I notice you state that this is a Boston rate. If such is the case there is no doubt we can have it continued, as according to Red Line instructions Boston rates apply to Ironton, Helena, and Nyando on our line and Boston rates plus 3c. per 100 lbs. to other points on our line south of Moira. Possibly the agent will accept a carload of oil billed to Nyando, N. Y., via Red Line and Norwood at rate of 23½c. If so, this will make matters O. K. You might advise me on receipt if this can be done. We have never at any time raised any question as to rates or divisions which might be made by the New York Central or any of the roads in the color lines to points on our line, and any statement to the contrary is incorrect.

Yours truly,

GEO. A. BROWN, *A. G. F. A.*

PETITIONER'S EXHIBIT 811-C.

See testimony of T. B. Westgate (page 1668).

Henry W. Gays, Receiver.

NEW YORK & OTTAWA RAILROAD.

OTTAWA & NEW YORK RAILWAY.

G. H. PHILLIPS, *General Freight Agent.* GEO. A. BROWN, *Asst. Genl. Freight Agent.*

OTTAWA, ONT., *Sept. 22nd, 1902.*

In replying please refer to File No. ------
GAB AM

Messrs. THE AMERICAN OIL WORKS,
Titusville, Penn.

GENTLEMEN: I have your letter of Sept. 20th in connection with Car MC #44721 which you shipped to St. Regis Falls for Flack & Co., Cornwall. We will arrange to have this car forwarded if you send us the shippers' manifest.

As regards the rate of 33c. We of course have no power to make rates from Titusville to points on our line, and if the initial road have seen fit to raise the rate to 33c. we are powerless in the matter. My idea in suggesting that the cars be billed to St. Regis Falls was that the rate of 23½c. was still in effect to points on our line in New York State. As this does not appear to be the case the best method would be to take the matter up in the form of a claim with the initial railway. If necessary we will give you a freight receipt showing the destination of the oil as St. Regis Falls. Do you think it would help matters any if we were to take up the question of rates on oil with the L. S. & M. S. R. R.?

Yours truly,

GEO. A. BROWN,
A. G. F. A.

PETITIONER'S EXHIBIT 811-D.

Henry W. Gays, Receiver.

NEW YORK & OTTAWA RAILROAD.

OTTAWA & NEW YORK RAILWAY.

G. H. PHILLIPS, *General Freight Agent.* GEO. A. BROWN, *Asst. Genl. Freight Agent.*

OTTAWA, ONT., *Sept. 24th, 1902.*

In replying, please refer to File No. ------

GAB AM

Messrs. THE AMERICAN OIL WORKS,
Titusville, Penn.

GENTLEMEN: Referring further to question of rate on oil from Titusville to our points.

I have before me copy of Joint Freight Tariff I. C. C. No. 374, issued by the Dunkirk, Allegheny Valley & Pittsburgh R. R. in connection with the L. S. & M. S., which names rate on oil in tanks or in barrels, carloads, of 23½c. per 100 lbs. to Boston. Red Line East Bound Billing List No. 41 shows that points on our line will take Boston rates, and no restrictions are made on oil. In your claim against the D. A. V. & P. for overcharge I think it would be well for you to quote this Tariff and Billing List as authority for rate of 23½c. as claimed by you.

Yours truly,

GEO. A. BROWN,
A. G. F. A.

PETITIONER'S EXHIBIT 812.

"THE D & H"

THE DELAWARE & HUDSON COMPANY.

OFFICE OF THE COMMERCIAL FREIGHT AGENT,
ROOM 1017 BESSEMER BLDG.

Stephen Y. Baldwin, commercial freight agent; Gardner I. Israel, traveling freight agent; L. Snodgrass, traveling freight agent.

Pittsburgh, Pa., Feb. 13th, '05.

Please refer to file 731.

Mr. T. B. WESTGATE,
Gen'l Mgr., American Oil Works,
Titusville, Pa.

DEAR SIR: Relative to our conversation of the 10th inst., we beg to advise that we are unable to handle shipments for Burlington, Vt., and Rutland R. R. points. I also send you under separate cover copy of Erie Despatch East Bound Guide Book No. 15.

Yours truly,

L. SNODGRASS,
T. F. A

L. S.–O.

PETITIONER'S EXHIBIT 813.

"THE D & H" THE DELAWARE & HUDSON COMPANY.

OFFICE OF THE COMMERCIAL FREIGHT AGENT,
ROOM 1017 BESSEMER BLDG.

Stephen Y. Baldwin, commercial freight agent; Gardner I. Israel, traveling freight agent; L. Snodgrass, traveling freight agent.

Pittsburgh, Pa., March 31st, '05.

Please refer to file 731.

Mr. T. B. WESTGATE,
Gen'l Mgr., American Oil Works,
Titusville, Pa.

DEAR SIR: As per your request, beg to advise the present rate on oil, carloads, from Titusville, Pa., to Schenectady, N. Y., is 15½c. per 100 lbs. via D. A. V. & P. R. R., Falconer Jct., Erie R. R., Binghamton, N. Y., and D. & H. or via P. R. R., Wilkesbarre and D. & H., and on shipments reaching Schenectady, N. Y., via routes mentioned, we can name rate from Schenectady, N. Y., to Rouses Point, N. Y., D. & H. delivery, of 12c. per 100 lbs., and to stations on the O. & L. C. division of Rutland R. R., west of Rutland, Vt., to Ogdensburg, N. Y., of 35c. per 100 lbs., and from Schenectady, N. Y., to Burlington, Vt., via Rutland and Rutland R. R., 25c. per 100 lbs. These are the best figures we can make, and if they are to be used please see that the shipments are waybilled to Schenectady, N. Y., via routes mentioned at 15½c. per 100 lbs. Hoping these rates will be low enough to assist you in getting the business, we are,

Yours truly,

L S *C. F. A.*

PETITIONER'S EXHIBIT 814.

"THE D & H"

THE DELAWARE & HUDSON COMPANY.

OFFICE OF THE COMMERCIAL FREIGHT AGENT
ROOM 1017 BESSEMER BLDG.

Stephen Y. Baldwin, commercial freight agent; Gardner I. Israel, traveling freight agent; L. Snodgrass, traveling freight agent.

Pittsburgh, Pa., April 10th, '05.

Please refer to file 731.

Mr. T. B. WESTGATE,
Treas., American Oil Wks., Lim.,
Titusville, Pa.

DEAR SIR: Referring to your letter of April 1st: Our general office advises that the summer basis of rates on oil, carloads, from Titusville, Pa., to Burlington, Vt., will become effective between Schenectady, N. Y., and Burlington, Vt., on April 10th. This will make the third-class rate 20c. per 100 lbs., a reduction of 5c. on the rate quoted you in our letter of March 31st. Our general office advises that this is the very best that we can do.

We trust that it will enable you to do business and that you can see your way to favor us.

Yours truly,

S. Y. BALDWIN,

SYB *C. F. A.*

PETITIONER'S EXHIBIT 815.

ERIE RAILROAD COMPANY.

OFFICE OF THE DIVISION FREIGHT AGENT.

In your reply please refer to File ------

Meadville, Pa., Feb. 17th, 1906.

THE AMERICAN OIL WORKS,
Titusville, Pa.

GENTLEMEN: Referring to your favor of the 3rd inst., also our conversation in regard to rate on oil to points on the Rutland R. R.

I have had this matter up and find that the Boston rate of 23½c. does not apply on oil to points on the Rutland R. R. The rate on oil, carloads, from Titusville to these points is 33½c. per cwt.

In this connection you will recall you agreed to give consideration to the matter of favoring our line with more of your business, our conversation having referred especially to shipments for the Alton Tank Line, Alton, Ia., and if consistent I would be glad to have you favor us with this business as well as other business to be handled in connection with the Dav. & P. and our line at Falconer Jct.

Will you kindly let me hear from you and oblige,

Yours truly,

B. CHAS. COLE,
Barrie, Vt. *Division Freight Agent.*
CC

PETITIONER'S EXHIBIT 816.

(Form D. F. A. 4-B.)
5-02.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

OFFICE OF DIVISION FREIGHT AGENT.

LACKAWANNA RAILROAD.

W. E. Dowle, division freight agent.

BUFFALO, N. Y., *Mar. 10th.* 2

In your reply please refer to
File No. .....

AMERICAN OIL WKS.,
Titusville, Pa.

GENTLEMEN: Referring to my conversation with Mr. Westgate regarding shipments of oil to Chester, Vt., & my telegram that we were in position to protect Boston rate. It now develops that the Rutland R. R. refuse to join in the through rates on oil, thus forcing a large arbitrary beyond Rutland or Bellows Falls.

I very much regret my error in this case, & hope you can see your way clear to relieve me by giving the shipment to other R. R. you have in mind, & cancelling my telegram. Hoping to see you in near future, I am,

Yours truly,

S. A. JONES,
T. F. A.

PETITIONER'S EXHIBIT 817.

THE LAKE SHORE–LEHIGH VALLEY ROUTE.

General Offices, Corner Main and Seneca Streets.

Peter C. Doyle, manager.

BUFFALO, N. Y., *March 23, '01.*

AMERICAN OIL WORKS,
Titusville, Pa.

GENTLEMEN: Replying to your favor of the 22nd inst., I am sending you under another cover a copy of our Eastbound Billing Instructions No. 6 and Supplements to same.

We can not name you any rates to points on the Rutland & O. & L. C. Railroad.

I would further call your attention to the fact that the basis for rates given in our billing book will not apply on petroleum or petroleum products destined to points in New England. The N. Y., N. H. & H. will not accept such shipments from us under through rates, but insist on exacting local rates on same from Jersey City to destination.

Yours truly,

PETER C. DOYLE,
T. J. W.
Manager.

TJW

PETITIONER'S EXHIBIT 818.

Form 3237-B. S. 2789. 10M. 4-06. C. H. P.

NEW YORK CENTRAL LINES.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

OFFICE DIVISION FREIGHT AGENT.

Geo. B. Wheeler, general freight agent
W. H. Smith, division freight agent.

Refer to No. 81.

CLEVELAND, O., *Oct. 9, 1906.*

THE AMERICAN OIL WORKS,
Titusville, Pa.

DEAR SIRS: Referring to yours of the 6th. The D. A. V. & P. road has no arrangements for making through rates on any class of freight to Central Vermont R. R. points. This road is owned and controlled by the Grand Trunk Ry. They will not enter into any divisions with us except through the Niagara Frontier and the Grand Trunk road. Up to date our Tariff Bureau has been unable to get them to agree to any percentages for dividing through rates in connection with the D. A. V. & P. road. In regard to the telephone message you speak about last September would state that the party who telephoned notified your office that arrangement had been made for through rates on oil to points on the St. Lawrence and Adirondack Division of the New York Central road, and they had up the question of through rates to points on the New York and Ottawa road. I presume you are aware of the fact that the Canadian lines have declined to join us in any through rates on oil, and as the greater part of the New York & Ottawa lies in Canada we have been unable to get any through rates in connection with this road in effect. The fast-freight line basis applying to points on the Boston & Maine and Rutland roads will apply on less carload shipments of oil. You undoubtedly received our wire naming rates to Highgate and East Fairfield, Vt.

Yours truly,

W. H. SMITH,
D. F. A.

W. H. S.

The following pencil notation appears on the bottom of this letter:
"Amendment #26. Enosbg Falls
July 30. C. V. W. R. & M. 24chd.

PETITIONER'S EXHIBIT 819.

Form 3237-B. S. 8769. 5M. 5-07. SJM 15607.

NEW YORK CENTRAL LINES

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

OFFICE DIVISION FREIGHT AGENT.

Geo. B. Wheeler, general freight agent.
W. H. Smith, division freight agent.

Refer to No. R–4133.
CLEVELAND, O., *Sept. 13th, 1907.*

AMERICAN OIL WORKS (Ltd.),
Titusville, Pa.

GENTLEMEN: Referring to yours of the 12th inst., in regard to rates on petroleum and its products to points in Canada.

If you will refer to amendment No. 3, effective Feb. 4th, to I. C. C. No. 503, which is our tariff applying on oil from D. A. V. & P. points, eastern points, you will note that it states that these rates will not apply to stations located in Canada. Inasmuch as this tariff is used in connection with East-bound Red Line Billing Instructions, it would not apply on oil destined to points in Canada that are shown in the Red Line Billing Instructions. Further, if you will refer to page 33 of Supplement No. 22 of Red Line Billing Instructions, you will note it states that shipments of petroleum and its products from points in Central Freight Ass'n Territory to points in Canada in carloads can not be taken at the rates named. This would bar out the application of the fifth-class rate from Titusville, as our class tariff from Titusville is used in connection with Red Line Billing Instructions.

I am under the impression that the Penna. R. R. is using fifth-class rate on carload shipments of oil to points on the B. & M. located in Canada, but under the reading of our tariffs we are prohibited from doing this. This is a matter that I have up with our people and hope to be able to get them to consent to put in rates on same basis as the Penna. R. R. In other words, we are trying to get permission to use the Red Line billing basis in connection with our class tariffs on carload shipments of oil to points shown in Red Line billing basis that are located in Canada, but as the matter stands to-day I do not see how we can legally make any other rates to points in Canada, except on some local combinations.

Yours truly,

W. H. SMITH,
D. F. A.

WHS/ES.

PETITIONER'S EXHIBIT 820.

I. C. C. No. B-6539.
(Superseding I. C. C. No. B-6424.)
N. Y. C. & H. R. R. R. Tariff No. A-7427.
C. R. C. No. 920.
(Superseding Tariff No. A-7226, C. R. C. No. 900.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

LOCAL FREIGHT TARIFF

on

PETROLEUM OIL AND PETROLEUM PRODUCTS,

In carloads,

(Subject to conditions shown on reverse side)

from

BUFFALO, EAST BUFFALO, AND BLACK ROCK, N. Y.

To—		To—		Rate in cents per 100 pounds.
Athelstan	P. Q.	St. Timothee	P. Q.	18½
Huntingdon	"	Beauharnois	"	
*New Erin	"	*Bellevue	"	
St. Stanislas	"	*Woodlands	"	
Valleyfield	"	Chateauguay	"	
Cecile Junction	"	Adirondack Jct	"	

* No agent; charges must be prepaid.

Issued New York, September 6, 1907. Effective September 14, 1907.

Under this tariff when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rate named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

IRA H. HUBBEL, *General Freight Agent, New York City.*

W. A. NEWMAN, *Ass't General Freight Agent, New York City.*

D. E. GELATT, *2nd Ass't General Freight Agent, New York City.*

E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*

Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A-3332.)

Effective September 14, 1907, by special permission of the Interstate Commerce Commission No. 2968 of date August 29, 1907.

(Over.)

RATE NAMED WILL APPLY ON

PETROLEUM OIL AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Asphaltum,
Belt,
Benzine,
Benzole,
Carbon,
Coal,
Compound, lubricating,
Cordage,
Crude,
Curriers' grease,
Cycle,
Distillates,
Floor,
Fuel,
Gas,
Gasoline,
Grease,
Hard (Miners' Sunshire),
Harness,
Hoof,
Household lubricant,
Kerosene,
Leather,
Lubricating,
Mineral,
Mineral Seal,
Miners',
Miners' wax,
Naphtha,
Oil, n. o. s.,
Paraffine,
Paraffine wax,
Petrolatum,
Pitch,
Refined,
Residuum,
Sewing machine,
Soap stock,
Tailings,
Tanners',
Tar,
Tobacco,
Transformer or transil,
Twine,
Wool.

CONDITIONS.

The minimum carload weight of shipments in barrels, half barrels, or cases will be as per Official Classification.

The minimum carload weight on shipments in tanks (not tank cars) will be the same as when forwarded in barrels, half barrels, or cases.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described and containing articles specified herein, in glass, earthenware, or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of petroleum oil and petroleum products in barrels, cases, and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 821.

I. C. C. No. B-6547.
(Superseding I. C. C. No. B-6432.)
N. Y. C. & H. R. R. R. Tariff No. A-7425,
C. R. C. No. 925.
(Superseding Tariff No. A-7234, C. R. C. No. 904.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.
in connection with
NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.

JOINT FREIGHT TARIFF
on
PETROLEUM OIL AND PETROLEUM PRODUCTS,
in carloads
(subject to conditions shown on reverse side),
from
BUFFALO, N. Y.

To—	Rate in cents per 100 pounds.
Cornwall.....Ont. Finch..... " *Ottawa..... "	31

* Rate will not apply on shipments in tank cars.

Route: Via Tupper Lake Junction, N. Y.

Issued New York, September 6, 1907. Effective September 14, 1907.

Under this tariff when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rate named herein, and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

Property unloaded at destination into the stations or warehouses of the carriers named in this tariff will be subject to the storage rules of the delivering carrier.

IRA H. HUBBEL, *General Freight Agent, New York City.*
W. A. NEWMAN, *Ass't General Freight Agent, New York City.*
D. E. GELATT, *2nd Ass't General Freight Agent, New York City.*
E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*
Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A-3767)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

Effective September 14, 1907, by special permission of the Interstate Commerce Commission No. 2968, of date August 29, 1907.

(Over.)

RATE NAMED WILL APPLY ON

PETROLEUM OIL AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Asphaltum,
Belt,
Benzine,
Benzole,
Carbon,
Coal,
Compound, lubricating,
Cordage,
Crude,
Curriers' grease,
Cycle,
Distillates,
Floor,
Fuel,
Gas,
Gasoline,
Grease,
Hard (miners' Sunshine),
Harness,
Hoof,
Household lubricant,
Kerosene,
Leather,
Lubricating,
Mineral,
Mineral seal,
Miners',
Miners' wax,
Naphtha,
Oil, N. O. S.,
Paraffine,
Paraffine wax,
Petrolatum,
Pitch,
Refined,
Residuum,
Sewing machine,
Soap stock,
Tailings,
Tanners',
Tar,
Tobacco,
Transformer or transil,
Twine,
Wool.

CONDITIONS.

The minimum carload weight of shipments in barrels, half barrels, or cases will be as per Official Classification.

The minimum carload weight on shipments in tanks (not tank cars) will be the same as when forwarded in barrels, half barrels, or cases.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware, or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of petroleum oil, and petroleum products in barrels, cases, and tanks (not tank cars), will be taken at the rate named in this tariff, based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 822.

PENNSYLVANIA LINES EAST.

Statement of operations for year 1905.

ACTUAL COST.

	Gallons.	Price.	Value.	
Locomotive service:				
Valve oil	397,620½	$0.48	$190,858.08	
Engine oil	600,825½	.28	168,231.38	
Car oil	318,079½	.18	57,254.64	
Other lubricants			22,674.73	
				$439,018.83
Passenger-car service:				
Coach oil	110,384½	.33	36,426.92	
Car oil	2,593½	.18	466.76	
Other lubricants			432.57	
				37,326.25
Freight-car service:				
Car oil	579,560	.18	104,320.71	
Other lubricants			2,717.80	
				107,038.51
				583,383.59

GUARANTEED COST.

Locomotives Divisions—	Mileage.	Guaranty.	Guaranteed cost.	
Penna. R. R.	56,010,876	$1.68525	$94,392.32	
U. R. R. of N. J.	16,020,558	1.869	29,946.80	
W. J. & S. S.	2,991,839	2.1252	6,358.25	
P. & E.	8,580,888	1.2747	10,938.07	
Nor. Cent.	8,196,127	1.8018	14,767.71	
P., B. & W.	10,936,458	1.47735	16,156.97	
B. & A. V.	9,254,273	2.709	25,068.23	
	111,991,019	1.765	197,628.35	
Passenger cars	172,645,835	.18765	32,396.99	
Freight cars	1,255,209,512	.0585	73,421.63	
Allowance for oil used on new cars			17,747.48	
				321,194.45
				262,189.14
Adjustment account sliding scale on passenger cars				4,135.28
Excess cost				266,324.42
Per cent of excess				46

PETITIONER'S EXHIBIT 823.

A 6

POST FOR PUBLIC INSPECTION.

CHICAGO & EASTERN ILLINOIS R. R.
and operating
CHICAGO & INDIANA COAL RAILWAY.

FREIGHT TARIFF.

Auth'y T 1526. In connection with

CHICAGO & CALUMET TERMINAL RY.
EVANSVILLE & TERRE HAUTE R. R.

G. F. D. No. 5038.

OIL, CARLOADS.
(In tank cars)
from
WHITING, IND.,
to
EVANSVILLE, IND.

Nine (9) cents per 100 lbs.

Issued January 8th, 1892. Effective January 13, 1892.

Agent at Dolton will waybill through, deducting $3.00 per car for C. & C. T. Ry., switching, from billed revenue.

Under this tariff when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property. Except, however, when in conflict with rules of car-service associations at destination, in which case the car-service regulations shall prevail.

Rates shall not be greater for a shorter than a longer distance on interstate traffic over the same line in the same direction, the shorter being included within the longer distance.

G. J. GRAMMER, *Traffic Manager, Chicago, Ill.*

L. RUSH BROCKENBROUGH, *General Freight Agent, Chicago, Ill.*

H. E. FELTON, *Ass't Gen'l Freight Agent, Chicago, Ill.*

(Stamp.)
Freight Files
No. 1874.
Auditor's Office.

(Stamp.)
Cancelled by
File No. 2325.

(Stamp.)
Auditor's
Office.
Received
Jan. 11, 1892.
Interstate
Commerce
Commission.
49115

PETITIONER'S EXHIBIT 824-A.

CINCINNATI, O., *May 3, 1902.*

BILL OF SALE.

Mr. CHAS. KERCHER,
P. O. Box 144, Terre Haute, Ind.

DEAR SIR: I enclose herewith what is equivalent to bill of sale for each of the companies you are operating. Will you not kindly sign these and subscribe to each one of these in the presence of a notary as called for by the form, and return same to me? Kindly do this as soon after receiving the blanks as possible.

Yours, truly,

G. B. TAYLOR.

(In indelible pencil):

Please fill in the name under which the Pekin concern is operated. I was not sure what it was.

(Stamp.)

F J. P. #84.
Report No. 73.

PETITIONER'S EXHIBIT 824-B.

KNOW ALL MEN BY THESE PRESENTS, That Charles Kercher, party of the first part, in consideration of the sum of one dollar, lawful money of the United States, to me in hand paid by Guy B. Taylor, party of the second part, at or before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold, assigned, transferred, and set over, and by these presents do grant, bargain, sell, assign, transfer, and set over, unto the said party of the second part, all animals, vehicles, harness, cans, accounts receivable, and all other property and appurtenances of and used by Kercher Brothers, operating in the city of Springfield, Illinois, and vicinity.

To have and to hold the same unto the said party of the second part, its successors and assigns forever.

In witness whereof I have hereunto set my hand and seal the

.....day of....., 190..

Sealed and delivered in the presence of—

.....

STATE OF.....
County of.....} *ss.*
City of.....

Before me personally came....., to me known, and known to me to be the individual described in and who executed the foregoing instrument, and he acknowledged that he executed same.

F. J. P. #86.
Report No. 75.

PETITIONER'S EXHIBIT 824–C.

KNOW ALL MEN BY THESE PRESENTS, That Charles Kercher, party of the first part, in consideration of the sum of one dollar, lawful money of the United States, to me in hand paid by Guy B. Taylor, party of the second part, at or about the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold, assigned, transferred, and set over, and by these presents do grant, bargain, sell, assign, transfer, and set over, unto the said party of the second part, all animals, vehicles, harness, cans, accounts receivable, and all other property and appurtenances of and used by Charles Kercher, operating in the city of Decatur, Illinois, and vicinity.

To have and to hold the same unto the said party of the second part, its successors and assigns forever.

In witness whereof I have hereunto set my hand and seal the

.....day of....., 190..

Sealed and delivered in the presence of—

.....

STATE OF.....
County of..... } *ss.*
City of.....

Before me personally came....., to me known, and known to me to be the individual described in and who executed the foregoing instrument, and he acknowledged that he executed the same.

(Stamp.)

F. J. P. #87.
Report No. 74.

PETITIONER'S EXHIBIT 824 D.

KNOW ALL MEN BY THESE PRESENTS, That Charles Kercher, party of the first part, in consideration of the sum of one dollar, lawful money of the United States, to me in hand paid by Guy B. Taylor, party of the second part, at or before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold, assigned, transferred, and set over, and by these presents do grant, bargain, sell, assign, transfer, and set over, unto the said party of the second part, all animals, vehicles, harness, cans, accounts receivable, and all other property and appurtenances of and used by the Hamilton Oil Co., operating in the city of Terre Haute, Indiana, and vicinity.

To have and to hold the same unto the said party of the second part, its successors and assigns, forever.

In witness whereof I have hereunto set my hand and seal the ---------- day of ----------, 190...

Sealed and delivered in the presence of—

STATE OF----------
County of----------
City of---------- } *ss.*

Before me personally came ----------, to me known, and known to me to be the individual described in, and who executed the foregoing instrument, and he acknowledged that he executed same.

F. J. P. #85
Report No. 73

PETITIONER'S EXHIBIT 824 E.

KNOW ALL MEN BY THESE PRESENTS, That Charles Kercher, party of the first part, in consideration of the sum of one dollar, lawful money of the United States, to me in hand paid by Guy B. Taylor, party of the second part, at or before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold, assigned, transferred, and set over, and by these presents do grant, bargain, sell, assign, transfer, and set over, unto the said party of the second part, all animals, vehicles, harness, cans, accounts receivable, and all other property and appurtenances of and used by Consumers Oil Co., operating in the city of Macon, Georgia, and vicinity.

To have and to hold the same unto the said party of the second part, its successors and assigns, forever.

In witness whereof I have hereunto set my hand and seal the ---------- day of ----------, 190--.

Sealed and delivered in the presence of—

STATE OF----------
County of----------
City of---------- } *ss.*

Before me personally came ----------, to me known, and known to me to be the individual described in, and who executed the foregoing instrument, and he acknowledged that he executed same.

F. J. P. 288
Report No. 88

PETITIONER'S EXHIBIT 824 F.

KNOW ALL MEN BY THESE PRESENTS, That Charles Kercher, party of the first part, in consideration of the sum of one dollar, lawful money of the United States, to me in hand paid by Guy B. Taylor, party of the second part, at or before the ensealing or delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold, assigned, transferred, and set over, and by these presents do grant, bargain, sell, assign, transfer, and set over, unto the said party of the second part, all animals, vehicles, harness, cans, accounts receivable, and all other property of and used by .....
....., operating in the city of Pekin, Illinois, and vicinity.

To have and to hold the same unto the said party of the second part, its successors and assigns, forever.

In witness whereof I have hereunto set my hand and seal the ..... day of ....., 190...

Sealed and delivered in the presence of—

.....

STATE OF.....
County of.....
City of..... } *ss.*

Before me personally came ....., to me known, and known to me to be the individual described in, and who executed the foregoing instrument, and he acknowledged that he executed same.

F. J. P. #89
Report No. 92

PETITIONER'S EXHIBIT 825.

STANDARD OIL COMPANY.

INCORPORATED.

General office, Cincinnati, O. Alexander McDonald, president.
Decatur branch and agencies. M. Maxon, manager.

DECATUR, *Ills., Feb. 20th, 1900.*

Mr. E. B. STANLEY,
Mgr. L. D., *Cincinnati, Ohio.*

DEAR SIR: I have to-day settled with the engineer of the Decatur Traction Co. for his commission on

5 brls. Renown Engine at 5.00
2 " Capitol Cylinder at 2.00 total $7.00

As he has now left their service and gone to Chicago this ends this arrangement. Please send me draft for the $7.00 and oblige.

Yours, truly,

M. MAXON, *Mgr.*

Pencil notation on back, as follows: (A)

PETITIONER'S EXHIBIT 826.

CLEV'D, *Oct. 18, 1897.*

.....
.....Cl.
.....

7-9-96-3000. 37034.

Date.	Shipper.	From.	Consignee.	Destination.	Car initial.	Car No.	Brls.	Kind of oil.
Oct. 5	Wm. Mathews...	Del...	G. J. Feltis.....	Monnett.....	.....	.....	2	R. oil.
Sept. 9	.....	.....	Wm. Fry.....	Big Springs...	.....	.....	2	"
			F. E. Gilmore...	Ridgeway	.....	.....	2	"

PETITIONER'S EXHIBIT 827.

Dictated.

STANDARD OIL COMPANY.
Standard Block.

REFINED OIL AND NAPHTHA DEPT.
C. G. TAPLIN.

(Personal.)

T. CLEVELAND, O., *June 15, 1900.*

Mr. J. W. HOAG,
Building.

DEAR SIR: It is important that as far as possible we secure the monthly competitive inspection through our local agents. There is no reason why our agents should not be able to secure this information promptly at points where deputy inspectors are located. Of course it is an "open book," and their excuse for asking for the figures is simply in order that they may have the information a little earlier than if obliged to get it through the regular channel. I assume that most of our local people are in close enough touch with the deputies to secure the desired information. Kindly impress upon them the importance of securing same promptly on the first of each month, forwarding to you, and you in turn to me, so that I will get the information not later than the 5th of the month.

Yours truly,

C. G. TAPLIN.

PETITIONER'S EXHIBIT 828.

All quotations subject to immediate acceptance.
The Leading Brands of the World.

STANDARD OIL COMPANY.

Highest Award at World's Columbian Exposition 1893.

Standard Oil Company Capitol Cylinder Oil.

CAPITOL CYLINDER OIL.

For specific points of excellence, ability to withstand highest steam temperature without sensible evaporation, ability to afford highest lubricating power at minimum consumption.

GOLD MEDAL AWARDED AT TRANS-MISSISSIPPI INTERNATIONAL EXPOSITION Omaha, 1898, For highest efficiency in lubricating properties.

Highest Award at World's Columbian Exposition, 1893.

Standard Oil Company Renown Engine Oil.

RENOWN ENGINE OIL.

For specific points of excellence, affording a wider range of practical service than any other oil, ability to retain its lubricating properties at high temperature, ability to afford best possible lubrication under heavy pressure and greatest running speeds.

CLEVELAND STATION.

J. W. HOAG.

Highest Award at World's Columbian Exposition 1893.

3281

Standard Oil Company Eldorado Castor Machine Oil.

ELDORADO CASTOR OIL.

For specific points of excellence, affording highest lubrication without material change in consistency under different temperatures as an oil especially adapted to lubrication of agricultural machinery.

Highest Award at World's Columbian Exposition, 1893.

Mica Axle Grease Standard Oil Company. Trade Mark

MICA AXLE GREASE.

For specific points of excellence as a superior axle lubricant, as a compound of the best materials which increase lubricating power and maintains axle surfaces in best possible condition.

Standard O l Co. The High Test Albaine Carbon Oil. Trade Mark

FAC-SIMILE OF OUR ALBAINE LABEL.

CLEVELAND, O., *June 11, 1900.*

Mr. S. K. BRUSMAN,
Massillon, Ohio.

DEAR SIR: I wish you would advise me how the Freedom Oil Co. received the 5 barrels of Miner's lamp oil. Was it on the combination car No. 97, and if it was on that car, try and find out if they paid freight on it. As I understand it, from your letter of the 6th car No. 97 holds 54 barrels each of refined oil and gasoline. Did they pay freight on more than 108 barrels of refined oil and gasoline? It seems to me that you could learn this of local freight agent. If you can, let us know.

Yours truly,

J. W. HOAG.

PETITIONER'S EXHIBIT 829.

STANDARD OIL COMPANY.

Cleveland Station,
J. W. Hoag.

CLEVELAND, OHIO, *April 26th, 1898.* W.

Mr. J. W. HOAG,
Building.

DEAR SIR: The following is a list of points where I have special arrangements:

Youngstown.—R. Jeremiah operated three retail wagons, rebate to net the following prices: Water White and gasoline 4½c. in consideration of retail price of 7c. in effect since Jan. 24th. This arrangement succeeded the previous arrangement made July 22d, '96; W. Vahey, in consideration of reduced retail price, we make him net prices as follows: Diamond White, 4c.; Water White, 4½c.; Head Light and gasoline, 5c., in effect since Sept. 1st, '97.

Minerva.—H. H. Hart and A. M. Hoopes, rebate on Albaine oil to net 4c. per gallon, in consideration of 5c. retail price; also to James Hodge (peddler) Albaine 4c. in consideration of 6c. retail price. This arrangement went into effect December 18th, and took the place of an arrangement made Nov. 5th, on a 7c. retail basis. The cause for this arrangement was the Freedom competition; they establishing an agent, four dealers immediately started buying from the competitor and are up to this time.

Malvern.—Hoffee & Robertson, one-half cent rebate on Albaine Eocene and gasoline from Minerva tank wagon. Rebate went into effect April 20th.

Columbiana.—Emmett Tullis, one-half cent rebate (net 5½c.) on Albaine since Jan. 1st; competition by Waverly Oil Co.

Leetonia.—Emmett Tullis (peddler) rebate to net as follows: Albaine, 4c.; Eocene, 5c.; gasoline, 7c., bulk, in consideration of retail prices of 7, 8, and 10c. respectively. This arrangement was made April 6th, and succeeded a previous arrangement made with L. W. Skiles, in December, '96. Mr. Tullis owns the equipment, except we furnish tank wagon.

A. L. Wyand employed as peddler, at $1.70 per day; our equipment and kept at our expense. Entered into Oct. 20th. This arrangement was made because of Freedom competition through J. H. Peterson, peddler.

Massillon.—Nearly all of the dealers, except peddlers, are on half-cent rebate on Albaine and gasoline from tank wagon; arrangements made between Sept. 1st and Dec. 10th, and rebates payable principally April 1st, '98.

PEDDLERS.

C. Reed, Albaine and gasoline at 5c., Eocene, 7c., into effect July 9th.

L. P. Steeley, Albaine and gasoline, 5c., into effect Jan. 15th.

C. Miller, Albaine, 5c., gasoline, 5½c., October, 1897.

C. Steitz, employed at $2.00 per day, our equipment, and kept at our expense. (*5 years or more.*)*

* The italics are written in ink; rest in typewriting.

H. Krier, employed at $1.25 per day, our equipment and at our expense. Into effect Oct. 22nd, and will terminate not later than April 30th.

H. Wetter, employed at $1.50 per day, our equipment and at our expense; entered into January 7th, and terminated March 29th. All of these arrangements made on account of Freedom competition, and on account of reduced retail market.

Navarre.—All dealers, except J. C. Burkhalter, rebate one-half cent on Albaine, in consideration of retail price of seven cents, entered into Sept. 30th, '97. On Nov. 9th, new arrangement made with two dealers (D. R. and J. E. L.) in lower end of town, where Burkhalter is located, to rebate them, making net price on Albaine 4c. in consideration of 5c. retail price. Cause for this, Freedom Oil Co. peddler from Massillon and J. C. Burkhalter's retail price of six cents.

Crystal Springs.—C. S. Co-op. Co., one-half cent on Albaine from Massillon tank wagon in consideration of seven cent retail price to fight Freedom peddlers from Massillon.

Dalton.—R. J. S., A. W., D. A. M., one-half cent rebate on Albaine, one cent on gasoline from Massillon tank wagons, consideration of retail price of 7 cts. on oil and 6 cts. on gasoline; into effect Sept. 28th, and on account of Freedom competition from two dealers who would not buy from us.

North Lawrence.—To S. P., M. B. & Co., M. J. F. and W. W. K., one-half cent rebate on Albaine from Massillon tank wagon on account of Freedom competition from Massillon. This is a mining town, and without some concession would give competitor preference. Went into effect Dec. 22nd.

Greenville.—J. H. Howells & Co., one-half cent rebate on Albaine and gasoline from Massillon tank wagon, into effect Sept. 28th.

Canal Fulton.—To all who might be considered dealers, one-half cent rebate on Albaine since Jan. 31st. This on account of Freedom competition by tank wagon from Massillon working hard to get a hold and on account of the reduced retail price by our merchants to meet a cut made by Novelty dealer, who they succeeded in getting to handle their oil.

Cuyahoga Falls.—To all dealers, except Blackburn and Spencer, peddlers, a net price of 5c. on Albaine, in consideration of retail price of 6c., also to L. W. Loomis, gasoline at 5c., in consideration of retail price of 6c. on Albaine and gasoline from tank wagon and 9c. in barrels. These arrangements went into effect April 19th. Cause for this, Cleveland Refg. Co. competition through Blackburn, peddler.

Damascus.—E. E. Walker, a net price of 4c. on Albaine in consideration of six cents retail price on account of Freedom competition, into effect Jan. 5th. Another dealer, J. L. King, will not deal with us.

Garfield.—M. E. Wendle and Ed Crew, a net price on Albaine of 5c., in consideration of an eight cent retail price on account of Freedom competition and to protect them against low price at Damascus, the two towns being only a mile apart, into effect Jan. 5th.

Yours, truly,

Written on back of letter, in pencil, is the word: "Copy."

PETITIONER'S EXHIBIT 830-A.

In the Circuit Court of the United States for the Eastern Division of the Eastern Judicial District of Missouri.

UNITED STATES OF AMERICA
v.
STANDARD OIL COMPANY, OF NEW JERSEY, AND OTHERS.

STATE OF OHIO,
County of Cuyahoga. } *ss:*

Guy Chase, on his oath says, that on the 12th day of March, 1908, in the U. S. District Court room, Cleveland, Ohio, he served on Douglas Campbell, attorney appearing for the defendants in the taking of testimony in the above-entitled case, a notice to produce, of which the attached is an identical copy, the original being signed by C. B. Morrison, attorney for petitioner.

GUY CHASE.

Subscribed and sworn to before me this 26th day of March, 1908.

BERTRAND C. MILLER,
Deputy Clerk U. S. Circuit Court, N. D. O.

Seal of the Circuit Court Northern District of Ohio.

PETITIONER'S EXHIBIT 830-B.

Copy.

In the Circuit Court of the United States for the Eastern Division of the Eastern Judicial District of Missouri.

UNITED STATES OF AMERICA
v.
STANDARD OIL COMPANY, OF NEW JERSEY, AND OTHERS. } NOTICE TO PRODUCE.

To the defendants and their attorneys:

You are hereby required to produce on the hearing at Cleveland, Ohio, a report dated Cleveland, O., April 26, 1898, directed to Mr. J. W. Hoag, then manager of the Cleveland station of the Standard Oil Company, signed by C. J. Castle, who was then a special representative of the Standard Oil Company, which report shows the rebates paid to dealers in various towns covered by Mr. Castle.

C. B. MORRISON,
Attorney for Petitioner.

PETITIONER'S EXHIBIT 831.

NEW AMERICAN OIL COMPANY.

Refined and lubricating oils and gasoline.

W. W. Stark.

Branches and bulk stations: Youngstown, Springfield, and Canton, Ohio; Lansing and Saginaw, Mich.

MANSFIELD, OHIO, *Oct. 18, 1897.*

Mr. J. W. HOAG, *Cleveland, O.*

DEAR SIR: Replying to your letter of the 13th. We think you are right in assuming that your Mt. Vernon agent and Mr. Middleton, of Mt. Liberty, got us mixed up with the Independent Oil Co. It is needless to say that we are not especially pleased with the "mixture."

Referring to H. E. Fletcher, of Democracy. Since writing you on this subject, we have more detailed information concerning our sale to this party. Mr. Fletcher has bought over 30 barrels of goods of us within the last ten months, and we know of several barrels purchased by him from the Independent, and since the purchases from our company and that of the Independent would represent a very large proportion of his output, it would seem to us that he has not been especially loyal to Hildreth & Barber, of Mt. Vernon. We have been calling upon Fletcher regularly since his name was placed on our list as a customer of the Independent, and it was in continuance of this policy that our agent called upon him at the time he took the last order. It seems fortunate that he did call at the time named, since Fletcher had but recently received a shipment from the Independent of three barrels at 6½c., and had concluded to place an order with the same people for ten barrels at the price given. However, our agent succeeded, after quite an effort, in making sale to him of 10 barrels of Palisade at 6¾c., thus preventing the sale by the Independent of Magic Light at 6½c. In our judgment this was not only proper, but a very desirable thing to do.

In view of the fact that Fletcher has purchased largely from parties other than H. & B., it would seem that the latter firm has not a very strong hold on him after all, and that there would be a grave question as to their holding his trade at 8c. or 8½c. when he could buy of the Independent at 6½c.

From our point of view it would seem more desirable that we should hold this trade than that it should go to H. & B., especially since they do not seem to be able to hold it, and also because there would be a saving of the commission paid the jobber.

Yours, truly,

W. W. STARK.

PETITIONER'S EXHIBIT 832.

NEW AMERICAN OIL COMPANY.

Refined and lubricating oils and gasoline.

W. W. Stark.

Branches and bulk stations: Youngstown, Springfield, and Canton, Ohio; Lansing and Saginaw, Mich.

MANSFIELD, OHIO, *Oct. 20, 1897.*

Mr. J. W. HOAG, *Cleveland, O.*

DEAR SIR: Replying to your letter of the 18th, with reference to the trade of W. G. & J. H. Heltman, of Ashland. These parties were for a considerable time buying practically all of their supplies from the Independent, but after quite a long and difficult struggle we finally succeeded in securing their trade, and since we were aware of the feeling they have against your company, and being well satisfied that should we cease selling them they would return to the Independent, we thought it good business policy and for the general interests of the company that we retain their trade. In our judgment it is much more desirable that we should furnish them their supplies than that they should go back to the Independent, in which event it would be exceedingly difficult to reclaim them. To my mind it is a mistaken policy for us to put forth extraordinary effort to secure competition trade, often at no little expense, and then as soon as we have it well in hand turn it over to other parties without any apparent excuse. It makes it so plain to the parties we get in line that we have served our purpose when we secure their business that we can never hope to go after them again with any hope of success.

You say it seems to you that we should make an effort to turn this business over to your company, but you suggest no method, except that we advance the price to them. Since there has been no advance in the oil market, it would be a most transparent thing for us to do to advance the Ashland price to the Heltmans; it would be as much as to say that we desire that they should go elsewhere for their goods.

It is doubtless true that they have not recently bought outside goods, but it is equally true that they have not done so because we have kept them in line, and it seems to me we should not take the chances of their doing so. I should also state that Heltmans orders are largely mail orders, which is evidence that they prefer to buy from us.

Yours, truly,

W. W. STARK.

PETITIONER'S EXHIBIT 833.

NEW AMERICAN OIL COMPANY.

Refined and lubricating oils and gasoline.

W. W. Stark.

Branches and bulk stations: Youngstown, Springfield, and Canton, Ohio; Lansing and Saginaw, Mich.

MANSFIELD, OHIO, *Oct. 20, 1897.*

Mr. J. W. HOAG, *Cleveland, O.*

DEAR SIR: Referring to Kahl & Brandt, of Jeromeville. We took these parties from the Independent, from whom they were buying regularly, and have sold them more or less during the past two years, having sold them both in Sept. and Aug. as well as at various other times during the year. We do not understand that we took the business from you, but from our other competitor, the Independent Oil Co., and your statement that you have had this firm's business for recent months is incorrect, for, as I have said, we sold them 8 barrels in Aug. and Sept. and contracted with them for 30 barrels more in Sept. We were induced to make them a price of 8c. for Palisade, in order to meet a price made them by the Independent.

Yours, truly,

W. W. STARK.

PETITIONER'S EXHIBIT 834.

NEW AMERICAN OIL COMPANY.

Refined and lubricating oils and gasoline.

W. W. Stark.

Branches and bulk stations: Youngstown, Springfield, and Canton, Ohio; Lansing and Saginaw, Mich.

MANSFIELD, OHIO, *Oct. 21, 1897.*

Mr. J. W. HOAG, *Cleveland, O.*

DEAR SIR: Answering your letter of the 18th, with reference to our selling C. M. Downs, of this city.

We think our course in this matter was fully justified by the circumstances governing the case. Mr. Downs had been for a considerable time drawing his supplies from the Independent, and during this time we were making an effort to secure his trade, when finally, about ten days ago, we induced him to promise to give us his next purchase. It seems that Mr. Cronnenwett learned that we had called upon Downs, and on Wednesday evening of last week, during my absence in Michigan, called the attention of my brother to the fact that he had been selling Downs for about two weeks, this being the first intimation we had received that he was not still buying from the Independent. It was just before closing time that Mr. C. called up about this matter, and our tank-wagon man had gone, and as he went out on tank wagon very early next morning, we had no opportunity of advising him with reference to Downs, and in any event we would have permitted him to call on Downs, for the reason that he had promised to do so on his next trip, and a failure to do as he had agreed would be equal to a confession that we were in collusion with your company, an appearance that in my opinion should be carefully avoided. Had we been advised that Mr. C. had gotten this party away from the Independent, we should not have gone near him, but knowing that he had been a customer of our competitor for some time, we regarded it as entirely proper to sell him, and would do so again under like conditions.

It was our purpose on our next trip to advance our price to Downs, on account of having made a mistake in price to him, and in this way let him drift over to you. Mr. C. was advised that we would not contest for this trade, but we could not avoid selling him at least once, owing to the circumstances above related.

Referring to your strictures as to the methods of our tank-wagon man in connection with his efforts to secure trade, I have to say that he is not at fault, and if anyone is deserving of your criticism in this matter it is myself, for he has worked in complete harmony with my views and in accordance with my instructions, and in my judgment his course should have the approval of anyone who has the "general interests" at heart. He is at no time engaged in an effort to break in on your trade, but does watch closely that of the Independent, and has been very successful in limiting their output in this city to a very small matter.

On the other hand, it has all along seemed to me that you would prefer that trade would go to the Independent, rather than that we should chance to put in a gallon where there was a possibility that you may have been able to place it.

My private judgment is that the general interests would be much better served were it made apparent occasionally that there was more or less friction between your company and ours; by this means our efficiency would be enhanced, and we would be better able to allay the suspicion that is so often manifested on account of our apparent apathy in connection with our efforts (?) to get business.

Our aim is, and has been, to get the gallonage to going in the right general direction without special reference to the particular channel through which it is conveyed, and had we a disposition to complain of every little incident affecting adversely our individual interests, so much of our time would be consumed in this way that we would not be able to give proper attention to matters of much greater importance. We now have in mind a case coming under this head, that of Mr. Hardgrove of this city. We had been furnishing this party all his gasoline supplies since he began business, delivering through one of our peddlers, until a few weeks ago, and were getting 8c. per gallon when Mr. Cronenwett took him from us, making a price of 6c. per gallon. We not only lost his trade in this way, but he was left with the impression that we had been charging him too much for his goods. We very frequently have cases similar to this, but let them pass without comment, not desiring to annoy you with such details. However, when we learn of business going outside, we are keenly on the alert to gather it in, and if in our efforts to secure it we occasionally conflict with your interests it would not seem strange, though I think you will bear me out in the statement that nine-tenths of the complaints received from your agents with reference to us are wholly without foundation and the other tenth are cases where a slight conflict is unavoidable.

Trusting that I may have covered the ground fully on the point in question, and that we may arrive at a better understanding, I remain,

Yours, truly,

W. W. STARK.

PETITIONER'S EXHIBIT 835.

Dictated.

STANDARD OIL COMPANY.

J. D. Rockefeller, prest.; F. Rockefeller, vice-prest.; F. B. Squire, sec'y; L. H. Severance, treas.

STANDARD BLOCK,
Cleveland, O., June 4th, 89.

C. J. CASTLE, Esq.,
S. O. Co., Detroit, Mich.

DEAR SIR: We have concluded to lower Detroit tank-wagon price for Water White oil ¼ cent, making price 7 cents. We have written this to Mr. Foster and have advised him that we would like to have him get cards addressed to every grocer in the city whether they take oil from the tank wagon or not, giving them this price; and have also stated to him that we did not wish to have the Bentley Oil Co. know anything in regard to this until they obtained the information from the trade.

Will you kindly request Mr. Martin not to mention this to anyone until the trade receive the postal cards? You will kindly advise us if you hear that this information is public before cards are issued.

Yours, truly,

THOS. GOODWILLIE.
K.

PETITIONER'S EXHIBIT 836.

Dictated.

STANDARD OIL COMPANY.

J. D. Rockefeller, pres't.; F. Rockefeller, vice-prest.; F. B. Squire, sec'y.; L. H. Severance, treas.

STANDARD BLOCK,
Cleveland, O., June 6th, 1889.

C. J. CASTLE,
Detroit, Mich.

DEAR SIR: Your favor of the 4th reporting success you are having in Detroit and Port Huron tank wagon business rec'd. The report is certainly very encouraging, particularly at Port Huron. Of course we expect the progress in Detroit will be slow, the competitors having been in the business there a long time. I hope that the recent decline we have thought best to make in Detroit will help you. Please see that Martin is vigilant and does not allow competitors to market anything but strictly Water White oil. This is a very important point, and one which should be followed up closely and in the way about which you understand fully. We hope Mr. Lockley will follow up the barrel shipments as closely as you are the tank wagon business. We would be pleased to hear from you what he is doing. In reference to Sanders & Co., Pt. Huron, wholesale grocers, we advise making ½ cent rebate in the shape of rebate or commission, no outage, as you suggest. Please consult with Mr. Foster in regard to it.

Yours, truly,
THOMAS GOODWILLIE.

G
B

PETITIONER'S EXHIBIT 837.

Dictated.

STANDARD OIL COMPANY.

J. D. Rockefeller, pres't.; F. Rockefeller, vice-pres't.; F. B. Squire, sec'y.; L. H. Severance, treas.

STANDARD BLOCK,
Cleveland, O., July 30th, 89.

C. J. CASTLE, Esq.,
Care S. O. Co., Detroit, Mich.

DEAR SIR: Your favor of the 29th, in reference to the Port Huron situation, received and carefully noted. Our object of course in holding this price at Port Huron is to compel Mr. Campfield to sell his oil at 6 cents if possible, and our idea would be to have you sell only the two or three parties with whom you had an arrangement who agreed to retail oil at 6 cents, with the understanding that they shall advertise the matter and compel the other grocers to sell at same price; this will oblige Mr. Campfield to sell at 6 cents in order to supply his own trade.

We would not have our tank wagon man call on any trade supplied by C. & Co., and would not allow him to sell, as we said before, only to the few parties with whom you arranged to maintain a 6 cent retail market at that place. These parties should be so situated as to advertise the low selling price all over the town, that is to say, we should not have them all in one location.

We notice your sales there are increasing, which we do not like, and would very much prefer to have our competitors' sales increase at present prices; if you do not think that this arrangement as we suggest in this letter is being carried out by your tank wagon man at Port Huron we advise that you go there and get them started right and see that they do not gather up any new trade; whenever any of the other dealers outside of the few you are supplying want to know the price of oil we would suggest that he name his regular market there, which is 7¼ cents, and whenever they are all willing to enter into an arrangement to purchase their supply of oil from you then we can take the question up of advancing the retail market.

Yours, truly,

THOS. GOODWILLIE.
K

PETITIONER'S EXHIBIT 838.

Form 126. All quotations subject to immediate acceptance.

STANDARD OIL COMPANY.

SALES DEPARTMENT.

Omaha branch and agencies, John B. Ruth, manager.

Omaha, Nebr., Jan. 11, 1905.

Mr. F. GAMERL,
Agt., Lincoln, Nebr.

DEAR SIR: I am very much surprised and disappointed in the way the Lincoln Tank Line people have treated us in the matter of handling outside oil. I had the assurance of both Mr. Baker and Mr. Rorque that they would not handle this oil and that they would stay with us, even though they had to sell oil at cost. I see by the Lincoln papers that they are handling Roseine, and advertising it. Inasmuch as these parties have broken faith with us, and there is nothing to be expected from them, we will be compelled to protect our own interest in Lincoln. With this end in view, I wish you would kindly go over the situation very carefully, and advise me how many peddling wagons you will need to cover the town thoroughly. Please let me have this information promptly with any new suggestions or arrangements you think of that we ought to make there. You understand, of course, that we must hold our business in Lincoln at all risks.

After I hear from you I will decide as to prices and advise you how I want this business handled.

Yours, truly,

G. H. WINSLOW.

GHW

PETITIONER'S EXHIBIT 839.

GRAND RAPIDS, MICH., *April 7th, '06.*

ALL AGENTS: In the recent change wherein the Standard Oil Co. purchased the business of the Republic Oil Co. we also took on their brands and expect to continue to market Palacine oil, Red Cross oil, Red Cross gasoline, supplying for these brands the same identical goods as have been heretofore furnished by the Republic Oil Co.

While it will be our aim at all times to increase tank wagon sales of our Perfection and Red Crown gasoline and it is your privilege to continue this solicitation of trade to this end, yet now that Palacine oil is one of our own brands it will hardly be consistent for our own representatives to continue the old arguments in opposition to the sale of it. The situation is one that we must handle with care, aiming at all times to hold our trade against outside competition.

As time goes on we will hope to throw more of the trade to our tank wagons and sell less Palacine oil, particularly with such trade as may be willing to give up the idea of handling high grade oil. In the meantime I would suggest that you go ahead in the solicitation of your tank wagon business, increasing it to the fullest extent possible, but discontinue arguments against Palacine.

Yours, very truly,

D–117

S. B. DRAKE

PETITIONER'S EXHIBIT 840.

Form 101. 12-14-03. 55M.

STANDARD OIL COMPANY.

OMAHA, NEBRASKA, *September 16, 1904.*

Circular Letter No. 173.]

To SALESMEN:

You understand we get a report from the State oil inspector every month, showing the number of barrels our competitors receive each of oil and gasoline, and from this report I find that the Mutual Oil Co. is shipping out from 40 to 50 bbls. a day; and yet the reports of competitive shipments sent in by our salesmen, on Form 114, do not show anything like this amount; and our home office can not understand why there should be such a discrepancy. If you will give this matter your strict, personal attention, it does appear to me that you ought to be able to find out how much of this oil and gasoline goes into your territory. I feel that salesmen with ordinary judgment can get this information without making the merchant feel that they are too inquisitive, or that they are trying to pry into his private business. What it requires is a little diplomacy. We are not endeavoring to get this information for the purpose of criticism; what we want to know is who is receiving the outside oil and gasoline, and if we knew it would put us in a position to help you get the business. I want you to make a special effort in this matter, and send in Form 114 every day, and give us all the information you possibly can. Kindly bear this in mind, and oblige,

Yours truly,

JOHN B. RUTH, *Manager.*

PETITIONER'S EXHIBIT 841.

N. Y. C. & H. R. R. R. Tariff No. A-3843.
I. C. C. No. B-3463, C. R. C. No. 484.
New rate.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

JOINT FREIGHT

on

PETROLEUM AND PETROLEUM PRODUCTS,

In carloads,

(Subject to the conditions shown on reverse side.)

from

BUFFALO, EAST BUFFALO, AND BLACK ROCK, N. Y.

To—		To—		Rate in cents per 100 pounds.
Athelstan	P. Q.	St. Timothee	P. Q.	24
Huntingdon	"	Beauharnois	"	
*New Erin	"	*Bellevue	"	
St. Stanislas	"	*Woodlands	"	
Valleyfield	"	Chateauguay	"	
Cecile Junction	"	Adirondack Jct	"	

*No agent; charges must be prepaid.

Subject to the regulations of the official classification.

Issued New York, March 21, 1905. Effective March 25, 1905.

The rate named herein must not be exceeded on interstate traffic to intermediate points on the direct line.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rate named herein, and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Property unloaded at destination into the stations or warehouses of the carriers named in this tariff will be subject to the storage rules of the delivering carrier.

W. L. KINGMAN,
General Freight Agent.
New York City.

W. S. KALLMAN,
1st Ass't General Freight Agent,
New York City.

IRA H. HUBBEL,
2nd Ass't General Freight Agent,
New York City.

E. H. CROLY,
Division Freight Agent,
Buffalo, N. Y.

(200)

Indexed 4/13/05 W F C

(Stamp.)

Cancelled by I. C. C. No. B-4365
TARIFF
Effective Octo. 6, 1906

Indexed 10/14/05 W F C

(File A-3352)

(Stamp.)

Auditor's Office
Mar 22 1905
17427
Interstate
Commerce
Commission

(Over.)

RATE NAMED WILL APPLY ON

rude and fuel oil, crude naphtha, crude and refined petroleum, and products of petroleum, such as lubricating oil, benzine, naphtha, gasoline, paraffine, and tar or residuum, in wood, or tank cars.

CONDITIONS.

The minimum carload of barrels or cases will be 24,000 pounds.

The minimum carload of tank cars will be the full capacities of he tanks.

The contents of tank cars will be computed at $6\frac{4}{6}$ pounds per gallon.

The following weights will apply to barrels or cases: The weight of barrels will be computed at 400 pounds each. When it is impossible to obtain actual weight at point of shipment, half barrels shall be charged for at 235 pounds each. Square cans, completely cased, each case containing 10 gallons, will be computed at 80 pounds per case. Cases other than those described above containing lubricating oil in glass or tin, actual gross weight.

Mixed carloads of oil in barrels and cases will be taken at the rate named in this tariff based on the above weights.

When less than aforesaid minimum carloads are shipped the less than carload rate will be charged. In no case, however, will less than a carload from one consignor to one consignee and destination, be charged more than for a full carload.

This company does not furnish tank cars. When they are furnished by shippers, this company will pay $\frac{3}{4}$ of one cent per mile run each way over its own road, and will return the empty car to point of shipment without charge.

Shipments at this rate are entirely at owner's risk of leakage and loss or damage by fire.

The rate named herein is subject to change without notice except as required by law.

Petroleum and its products in tank cars will be delivered only when consigned to parties at points at which they have proper unloading and storage facilities, and when shipments in tank cars are sent to parties who have not such facilities, the shipments will be returned to shippers at their risk and expense.

Rate named in this tariff is for transportation between original point of shipment and destination, and does not permit of any stop en route to unload any part of the lading.

PETITIONER'S EXHIBIT 842.

N. Y. C. & H. R. R. R. Tariff No. A-5107.
I. C. C. No. B-4565, C. R. C. No. 604.
(Superseding Tariff No. A-3843, I. C. C. No. B-3463, C. R. C. No. 484.)

Reduction.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

FREIGHT TARIFF

on

PETROLEUM AND PETROLEUM PRODUCTS,

in carloads,

(subject to the conditions shown on reverse side)

from

BUFFALO, EAST BUFFALO, AND BLACK ROCK, N. Y.

To—		To—		Rate in cents per 100 pounds.
Athelstan	P. Q.	St. Timothee	P. Q.	18½
Huntingdon	"	Beauharnois	"	
* New Erin	"	* Bellevue	"	
St. Stanislas	"	* Woodlands	"	
Valleyfield	"	Chateauguay	"	
Cecile Junction	"	Adirondack Jct	"	

* No agent; charges must be prepaid.

Subject to the regulations of the official classification.

Issued New York, September 5, 1906. Effective October 6, 1906.

The rate named herein must not be exceeded on interstate traffic to intermediate points on the direct line.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein, and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

W. L. KINGMAN, *General Freight Agent, New York City.*

W. S. KALLMAN, *1st Ass't General Freight Agent, New York City.*

IRA H. HUBBEL, *2nd Ass't General Freight Agent, New York City.*

E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*

Indexed 9/17/06 WFC

(300) (File A-3382.)

(Stamp.)

Auditor's Office
Sep 6 1906
53006
Interstate
Commerce
Commission

(Stamp.)

Cancelled by I. C. C. No. B-6245
Effective 8/1/07 190—

RATE NAMED IN THIS TARIFF WILL APPLY ON

Crude and fuel oil, crude naphtha, crude and refined petroleum and products of petroleum, such as lubricating oil, benzine, naphtha, gasoline, paraffine, paraffine wax, and petroleum tar or residuum, in wood or in tank cars.

CONDITIONS.

The minimum carload of barrels or cases will be 24,000 pounds.

The minimum carload of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following weights will apply to barrels, half barrels, or cases (see note): The weight of barrels will be computed at 400 pounds each. When it is impossible to obtain actual weight at point of shipment, half barrels will be charged for at 235 pounds each. Square cans, completely cased, each case containing 10 gallons, will be computed at 80 pounds per case. Cases other than those described above, containing lubricating oil, in glass or tin, actual gross weight.

NOTE.—Paraffine wax, when shipped in oil packages, will be charged at the foregoing estimated weights. Paraffine wax, when shipped in any form of package other than oil packages, will be charged at actual gross weight.

Mixed carloads of oil in barrels and cases will be taken at the rate named in this tariff based on the above weights.

When less than the aforesaid minimum carloads are shipped the less than carload rate will be charged. In no case, however, will less than a carload from one consignor to one consignee and destination be charged more than for a full carload.

This company does not furnish tank cars. When they are furnished by shippers, this company will pay $\frac{3}{4}$ of one cent per mile run each way over its own road, and will return the empty car to point of shipment without charge.

Shipments at the rate named herein are entirely at owner's risk of leakage and loss or damage by fire.

The rate named herein is subject to change without notice except as required by law.

Petroleum and its products in tank cars will be delivered only when consigned to parties at points at which they have proper unloading and storage facilities, and when shipments in tank cars are sent to parties who have not such facilities the shipments will be returned to shippers at their risk and expense.

Rate named in this tariff is for transportation between original point of shipment and destination, and do not permit of any stop en route to unload any part of the lading.

PETITIONER'S EXHIBIT 843.

N. Y. C. & H. R. R. R. Tariff No. A-6939.
I. C. C. No. B-6245, C. R. C. No. 877.
(Superseding Tariff No. A-5107, I. C. C. No. B-4565, C. R. C. No. 694.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

FREIGHT TARIFF

on

PETROLEUM AND PETROLEUM PRODUCTS,

in carloads,

(subject to the conditions shown on reverse side),

from

BUFFALO, EAST BUFFALO, AND BLACK ROCK, N. Y.

To—				Rate in cents per 100 pounds.
Athelstan	P. Q.	St. Timothee	P. Q.	18½
Huntingdon	"	Beauharnois	"	
* New Erin	"	* Bellevue	"	
St. Stanislas	"	* Woodlands	"	
Valleyfield	"	Chateauguay	"	
Cecile Junction	"	Adirondack Jct	"	

* No agent; charges must be prepaid.

Issued New York, June 27, 1907. Effective August 1, 1907.

The rate named herein must not be exceeded on interstate traffic to intermediate points on the direct line.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading will be added to the rate named herein, and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

IRA H. HUBBEL, *General Freight Agent, New York City.*
W. A. NEWMAN, *Ass't General Freight Agent, New York City.*
D. E. GELATT, *2nd Ass't General Freight Agent, New York City.*
E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*
Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A-3332.) (Over.)

(Stamp.)

Received
Interstate
Commerce Commission
50679 Jun 27 1907
Division of Rates
& Transportation

(Stamp.)

Cancelled by I C C No. B-6424
Effective 9/14/07 190—

RATE NAMED WILL APPLY ON

PETROLEUM AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Crude and fuel oil,	Carbon oil,	Gasoline,
Crude naphtha,	Coal oil,	Paraffine oil,
Crude and refined petroleum,	Gas oil,	Paraffine wax,
Lubricating oil,	Kerosene,	Petroleum distillates,
Benzine,	Mineral oil,	Petroleum pitch,
Benzole,	Naphtha,	Petroleum tar or residuum.

CONDITIONS.

The minimum carload weight of barrels, half barrels, cases or tanks (not tank cars) will be 30,000 lbs.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at 6 4/10 pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of oil, in barrels, cases and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 844.

I. C. C. No. B-6424.
(Superseding I. C. C. No. B-6245.)
N. Y. C. & H. R. R. R. Tariff No. A-7226.
C. R. C. No. 900.
(Superseding Tariff No. A-6939, C. R. C. No. 877.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

LOCAL FREIGHT TARIFF
on
PETROLEUM OIL AND PETROLEUM PRODUCTS,
in carloads,
(subject to the conditions shown on reverse side),
from
BUFFALO, EAST BUFFALO AND BLACK ROCK, N. Y.

To—		To—		Rate in cents per 100 pounds.
Athelstan	P. Q.	St. Timothee	P. Q.	18½
Huntingdon	"	Beauharnois	"	
*New Erin	"	*Bellevue	"	
St. Stanislas	"	*Woodlands	"	
Valleyfield	"	Chateauguay	"	
Cecile Junction	"	Adirondack Jct	"	

*No agent; charges must be prepaid.

Issued New York, August 14, 1907. Effective September 14, 1907.

Under this tariff when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein, and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

IRA H. HUBBEL,
General Freight Agent,
New York City.

W. A. NEWMAN,
Ass't General
Freight Agent,
New York City.

D. E. GELATT,
2nd Ass't General
Freight Agent,
New York City.

E. H. CROLY,
Division Freight Agent,
Buffalo, N. Y.

Issued by A. C. RUDOLF,
Chief of Tariff Bureau,
New York City.

(200)

(File A-3332.)
(Over)

(Stamp.)

Interstate
Commerce
Commission
Aug 14 1907
64891
Division of Rates
& Transportation

(Stamp.)

Cancelled by ICC No. B-6539
Effective 9/14/07 190—

RATE NAMED WILL APPLY ON

PETROLEUM OIL AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Asphaltum,
Belt,
Benzine,
Benzole,
Carbon,
Coal,
Compound lubricating,
Cordage,
Crude,
Curriers grease,
Cycle,
Distillates,
Floor,
Fuel,
Gas,
Gasoline,
Grease,
Hard (Miners' Sunshine),
Harness,
Hoof,
Household lubricant,
Kerosene,
Leather,
Lubricating,
Mineral,
Mineral seal,
Miners',
Miners' wax,
Naphtha,
Oil, n. o. s.,
Paraffine,
Paraffine wax,
Petroleum,
Pitch,
Refined,
Residuum,
Sewing machine,
Soap stock,
Tailings,
Tanners',
Tar,
Tobacco,
Transformer or transil,
Twine,
Wool.

CONDITIONS.

The minimum carload weight of barrels, half-barrels, cases, or tanks (not tank cars) will be 30,000 lbs.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half-barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware, or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of petroleum oil and petroleum products in barrels, cases, and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 845.

I. C. C. No. B-6539.
(Superseding I. C. C. No. B-6424.
N. Y. C. & H. R. R. R. Tariff No. A-7427.)
C. R. C. No. 920.
(Superseding Tariff No. A-7226, C. R. C. No. 900.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

LOCAL FREIGHT TARIFF

on

PETROLEUM OIL AND PETROLEUM PRODUCTS,

in Carloads

(Subject to Conditions Shown on Reverse Side).

from

BUFFALO, EAST BUFFALO, AND BLACK ROCK, N. Y.

To—				Rate in cents per 100 pounds.
Athelstan	P. Q.	St. Timothee	P. Q.	18½
Huntingdon	"	Beauharnois	"	
*New Erin	"	*Bellevue	"	
St. Stanislas	"	*Woodlands	"	
Valleyfield	"	Chateauguay	"	
Cecile Junction	"	Adirondack Jct	"	

* No agent; charges must be prepaid.

Issued New York, September 6, 1907. Effective September 14, 1907.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading will be added to the rate named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

IRA H. HUBBEL, *General Freight Agent, New York City.*

W. A. NEWMAN, *Ass't General Freight Agent, New York City.*

D. E. GELATT, *2nd Ass't General Freight Agent, New York City.*

E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*

Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A-3363.)

Effective September 14, 1907, by special permission of the Interstate Commerce Commission No. 2968 of date August 29, 1907.

(Over.)

*5 * W Local.*

* Inclosed in circle in original.

(The following is stamped across face of preceding):

(Stamp.)

Received
Interstate Commerce
Commission
72312 Sep 7 1907
Division of Rates
& Transportation

RATE NAMED WILL APPLY ON

PETROLEUM OIL AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Asphaltum,
Belt,
Benzine,
Benzole,
Carbon,
Coal,
Compound lubricating,
Cordage,
Crude,
Curriers grease,
Cycle,
Distillates,
Floor,
Fuel,
Gas,
Gasoline,
Grease,
Hard (Miners' Sunshine),
Harness,
Hoof,
Household lubricant,
Kerosene,
Leather,
Lubricating,
Mineral,
Mineral seal,
Miners'
Miners' wax,
Naphtha,
Oil, n. o. s.,
Paraffine,
Paraffine wax,
Petrolatum,
Pitch,
Refined,
Residuum,
Sewing machine,
Soap stock,
Tailings,
Tanners',
Tar,
Tobacco,
Transformer or transil,
Twine,
Wool.

CONDITIONS.

The minimum carload weight of shipments in barrels, half-barrels, or cases will be as per Official Classification.

The minimum carload weight on shipments in tanks (not tank cars) will be the same as when forwarded in barrels, half-barrels, or cases.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half-barreis, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of petroleum oil, and petroleum products in barrels, cases, and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

235

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 846.

N. Y. C. & H. R. R. R. Tariff No. A-2856.
I. C. C. No. B-2633.
(Reducing rate shown in Joint Tariff No. 815, I. C. C. No. 2455.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.
in connection with
NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.
JOINT FREIGHT TARIFF
on
PETROLEUM AND PETROLEUM PRODUCTS,
in carloads,
(subject to conditions shown on reverse side)
from
BUFFALO, N. Y.

TO—	Rate in cents per 100 pounds.
Cornwall.....Ont. Finch..... "	24

Route, via Tupper Lake Junction, N. Y.

Issued New York, May 13, 1904. Effective May 17, 1904.

The rate named herein must not be exceeded on interstate traffic to intermediate points on the direct line.

Under this tariff when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rate named herein, and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination, in which case such Car Service Association or local regulations shall prevail.

Property unloaded at destination into the stations or warehouses of the carriers named in this tariff will be subject to the storage rules of the delivering carrier.

W. L. KINGMAN,
General Freight Agent,
New York City.

H. D. CARTER,
Ass't General Freight Agent,
New York City.

E. H. CROLY,
Division Freight Agent,
Buffalo, N. Y.

Issued by W. S. KALLMAN,
Chief of Tariff Bureau,
New York City.

The proper officer of the above-named carrier will certify to the Interstate Commerce Commission concurrence in the rate herein given.

(200) (File A-276.)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

INDEXED 9/29/05 WFC *INDEXED 6/14/04 WFC*

(Stamp.)
Cancelled by I. C. C. No. B-6244
Effective 8/1/07 190—

(Stamp.)
Auditor's Office
May 14 1904
26153
Interstate
Commerce Commission

(Over.)

RATE NAMED WILL APPLY ON

Crude and fuel oil, crude naphtha, crude and refined petroleum and products of petroleum, such as lubricating oil, benzine, naphtha, gasoline, paraffine, and tar or residuum, in wood or tank cars.

CONDITIONS.

The minimum carload of barrels or cases will be 24,000 pounds.

The minimum carload of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following weights will apply to barrels or cases: The weight of barrels will be computed at 400 pounds each. When it is impossible to obtain actual weight at point of shipment, half barrels shall be charged for at 235 pounds each. Square cans, completely cased, each case containing 10 gallons, will be computed at 80 pounds per case. Cases other than those described above containing lubricating oil, in glass or tin, actual gross weight.

Mixed carloads of oil in barrels and cases will be taken at the rates named in this tariff based on the above weights.

When less than the aforesaid minimum carloads are shipped, the less than carload rates will be charged. In no case, however, will less than a carload from one consignor to one consignee and destination be charged more than for a full carload.

This company does not furnish tank cars. When they are furnished by shippers, this company will pay $\frac{3}{4}$ of one per cent per mile run each way over its own road and will return the empty car to point of shipment without charge.

Shipments at this rate are entirely at owner's risk of leakage and loss or damage by fire.

The rate named herein is subject to change without notice, except as required by law.

Petroleum and its products in tank cars will be delivered only when consigned to parties at points at which they have proper unloading and storage facilities, and when shipments in tank cars are sent to parties who have not such facilities, the shipments will be returned to shippers at their risk and expense.

Rate named in this tariff is for transportation between original point of shipment and destinations, and does not permit of any stop en route to unload any part of the lading.

Supplement No. 1
to
N. Y. C. & H. R. R. R. Tariff No. A-2856,
I. C. C. No. B-2633.
(Reducing rate shown in Joint Tariff No. 815,
I. C. C. No. 2455.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.
in connection with
NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.
JOINT FREIGHT TARIFF
on
PETROLEUM AND ITS PRODUCTS,
in carloads
(subject to conditions shown in tariff)
from
BUFFALO, N. Y.

To—	Rate in cents per 100 pounds.
Ottawa.....Ont..	34

Route—via Tupper Lake Junction, N. Y.

Issued New York, May 25, 1904. Effective May 31, 1904.

W. L. KINGMAN,
General Freight Agent,
New York City.

H. D. CARTER,
Ass't General Freight Agent,
New York City.

E. H. CROLY,
Division Freight Agent,
Buffalo, N. Y.

Issued by W. S. KALLMAN,
Chief of Tariff Bureau,
New York City.

The proper officer of the above-named carrier will certify to the Interstate Commerce Commission concurrence in the rate herein given.

(100) (File A-274)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

R L *Indexed*

(Stamp)
Cancelled by Sup. No. 2
Effective.....190..

(Stamp)
Auditor's Office
May 26 2229 1904
Interstate
Commerce Commission

Supplement No. 2
to
N Y.C. & H. R. R. R. Tariff No. A-2856.
I. C. C. No. B-2633.
(Superseding Supplement No. 1)
Advance.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

in connection with

NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.

JOINT FREIGHT TARIFF

on

PETROLEUM AND ITS PRODUCTS,

in carloads,

(subject to conditions shown in tariff)

from

BUFFALO, N. Y.

To—		Rate in cents per 100 pounds.
*Ottawa	Ont..	24

*Rate will not apply on shipments in tank cars.

Route via Tupper Lake Junction, N. Y.

Issued New York, April 26, 1905. Effective May 8, 1905.

W. L. KINGMAN,
General Freight Agent,
New York City.

W. S. KALLMAN,
1st Ass't General Freight Agent,
New York City.

IRA H. HUBBEL,
2nd Ass't General Freight Agent,
New York City.

E. H. CROLY,
Division Freight Agent,
Buffalo, N. Y.

The proper officer of the above-named carrier will certify to the Interstate Commerce Commission concurrence in the rate herein given.

(File A-2747.)

(100)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

P

Indexed

(Stamp)

Auditor's Office
Apr 27 23498 1905
Interstate
Commerce Commission

PETITIONER'S EXHIBIT 847.

N. Y. C. & H. R. R. R. Tariff No. A-6938.
I. C. C. No. B-6244, C. R. C. No. 874.
(Superseding Tariff No. A-2856, I. C. C. No. B-2832, C. R. C. No. 258.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

in connection with

NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.

JOINT FREIGHT TARIFF

on

PETROLEUM AND PETROLEUM PRODUCTS,

in carloads
(subject to conditions shown on reverse side)
from

BUFFALO, N. Y.

To—	Rate in cents per 100 pounds.
Cornwall.....Ont..	24
Finch..... " ..	
*Ottawa..... " ..	

*Rate will not apply on shipments in tank cars.

Route: Via Tupper Lake Junction, N. Y.
Issued New York, June 27, 1907. Effective August 1, 1907

The rate named herein must not be exceeded on interstate traffic to intermediate points on the direct line.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading will be added to the rate named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

Property unloaded at destination into the stations or warehouses of the carriers named in this tariff will be subject to the storage rules of the delivering carrier.

IRA H. HUBBEL, *General Freight Agent, New York City.*

W. A. NEWMAN, *Ass't General Freight Agent, New York City.*

D. E. GELATT, *2nd Ass't General Freight Agent, New York City.*

E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*

Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A-2747.)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

(Over.)

(Stamp)
Cancelled by I. C. C. No. B-6432
Effective 9/14/07-190.

(Stamp)
Correspondence
Jul 8 1907
Sub No. 11/462

(Stamp)
Received
Interstate
Commerce Commission
50445 Jun 26 1907
Division of Rates
& Transportation

RATE NAMED WILL APPLY ON

PETROLEUM and PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Crude and fuel oil,	Carbon oil,	Gasoline,
Crude naphtha,	Coal oil,	Paraffine oil,
Crude and refined petroleum,	Gas oil,	Paraffine wax,
Lubricating oil,	Kerosene,	Petroleum distillates,
Benzine,	Mineral oil,	Petroleum pitch,
Benzole,	Naphtha,	Petroleum tar or residuum.

CONDITIONS.

The minimum carload weight of barrels, half barrels, cases or tanks (not tank cars) will be 30,000 lbs.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will supply:

Barrels, 400 lbs. each; half-barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware, or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of oil, in barrels, cases, and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 848.

I. C. C. No. B-6432.
(Superseding I. C. C. No. B-6244.)
N. Y. C. & H. R. R. R. Tariff No. A-7234.
C. R. C. No. 905.
(Superseding Tariff No. A-6838, C R C. No. 874.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

in connection with

NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.

JOINT FREIGHT TARIFF

on

PETROLEUM OIL AND PETROLEUM PRODUCTS,

in carloads

(subject to conditions shown on reverse side)

from

BUFFALO, N. Y.

To—	Rate in cents per 100 pounds.
Cornwall.....Ont. Finch.....“ *Ottawa.....“	24

*Rate will not apply on shipments in tank cars.

Route via Tupper Lake Junction, N. Y.

Issued New York, August 14, 1907. Effective September 14, 1907.

Under this tariff, when freight is to be loaded by consignor or unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading will be added to the rate named herein, and constitute a part of the total charges to be collected by the carrier on the property, except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

Property unloaded at destination into the stations or warehouses of the carriers named in this tariff, will be subject to the storage rules of the delivering carrier.

IRA H. HUBBEL, *General Freight Agent, New York City.*
W. A. NEWMAN, *Ass't General Freight Agent, New York City.*
D. E. GELATT. *2nd Ass't General Freight Agent, New York City.*
E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*

Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A-2747.)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

(Over.)

(Stamp.)

Cancelled by I. C. C. No. B6547.
Effective, 9/14/07,.

(Stamp.)

Interstate
Commerce Commission
Aug. 13, 64444, 1907.
Division of Rates
& Transportation.

RATE NAMED WILL APPLY ON

PETROLEUM OIL AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Asphaltum,
Belt,
Benzine,
Benzole,
Carbon,
Coal,
Compound, lubricating,
Cordage
Crude,
Curriers grease,
Cycle,
Distillates,
Floor,
Fuel,
Gas,
Gasoline,
Grease,
Hard (Miners' Sunshine),
Harness,
Hoof,
Household lubricant,
Kerosene,
Leather,
Lubricating.
Mineral,
Mineral seal,
Miners'
Miners' wax,
Naphtha,
Oil, N. O. S.,
Paraffine,
Paraffine wax,
Petrolatum,
Pitch,
Refined,
Residuum,
Sewing machine,
Soap stock,
Tailings,
Tanners',
Tar,
Tobacco,
Transformer or transil,
Twine,
Wool.

CONDITIONS.

The minimum carload weight of barrels, half barrels, cases or tanks (not tank cars) will be 30,000 lbs.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of packages.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of petroleum oil, and petroleum products in barrels, cases and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 849.

I. C. C. No. B-6547.
(Superseding I. C. C. No. B-6432.)
N. Y. C. & H. R. R. R. Tariff No. A-7435,
C. R. C. No. 925.
(Superseding Tariff No. A-7234, C. R. C. No. 906.)

NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.,
In connection with
NEW YORK & OTTAWA R. R.—OTTAWA & NEW YORK RY.
JOINT FREIGHT TARIFF
on
PETROLEUM OIL AND PETROLEUM PRODUCTS,
In Carloads,
(Subject to Conditions Shown on Reverse Side.)
from
BUFFALO, N. Y.

To—		Rate in cents per 100 pounds.
Cornwall	Ont.	24
Finch	"	
Ottawa*	"	

* Rate will not apply on shipments in tank cars.

Route: Via Tupper Lake Junction, N. Y.

Issued New York, September 6, 1907. Effective September 14, 1907.

Under this tariff when freight is to be loaded by consignor o unloaded by consignee, one dollar ($1.00) per car per day, or fraction thereof, for delay beyond 48 hours in loading or unloading will be added to the rate named herein and constitute a part of the total charges to be collected by the carrier on the property; except, however, when in conflict with Car Service Association or local regulations at shipping point or destination on file with the Interstate Commerce Commission, in which case such Car Service Association or local regulations shall prevail and govern.

Property unloaded at destination into the stations or warehouses of the carriers named in this tariff will be subject to the storage rules of the delivering carrier.

IRA H. HUBBEL, *General Freight Agent, New York City.*
W. A. NEWMAN, *Ass't General Freight Agent, New York City.*
D. E. GELATT, *2nd Ass't General Freight Agent, New York City.*
E. H. CROLY, *Division Freight Agent, Buffalo, N. Y.*

Issued by A. C. RUDOLF, *Chief of Tariff Bureau, New York City.*

(200) (File A—2747.)

(Use Percentage Sheet No. 454, or subsequent issues thereof.)

Effective September 14, 1907, by special permission of the Interstate Commerce Commission, No. 2968, of date August 29, 1907.

(Over.)

(Stamp)

Received
Interstate
Commerce Commission
72316 Sep. 7, 1907
Division of rates
& Transportation

RATE NAMED WILL APPLY ON

PETROLEUM OIL AND PETROLEUM PRODUCTS, in wood or in tanks, also in tank cars to be furnished by shippers, in carloads, viz:

Asphaltum,
Belt,
Benzine,
Benzole,
Carbon,
Coal,
Compound lubricating,
Cordage,
Crude,
Curriers' grease,
Cycle,
Distillates,
Floor,
Fuel,
Gas,
Gasoline,
Grease,
Hard (Miners' Sunshine),
Harness,
Hoof,
Household lubricant,
Kerosene,
Leather,
Lubricating,
Mineral,
Mineral seal,
Miners',
Miners' wax,
Naphtha,
Oil, N. O. S.,
Paraffine,
Paraffine wax,
Petrolatum,
Pitch,
Refined,
Residuum,
Sewing machine,
Soap stock,
Tailings,
Tanners',
Tar,
Tobacco,
Transformer or transil,
Twine,
Wool.

CONDITIONS.

The minimum carload weight of shipments in barrels, half-barrels, or cases will be as per Official Classification.

The minimum carload weight on shipments in tanks (not tank cars) will be the same as when forwarded in barrels, half-barrels, or cases.

The minimum carload weight of tank cars will be the full capacities of the tanks.

The contents of tank cars will be computed at $6\frac{4}{10}$ pounds per gallon.

The following estimated weights will apply:

Barrels, 400 lbs. each; half-barrels, 235 pounds each; square cans, completely cased, each case containing 10 gallons, 80 lbs. per case; cases other than above described, and containing articles specified herein, in glass, earthenware or tin, actual gross weight; paraffine wax, in oil barrels, 400 lbs. per barrel, in packages other dimension than oil barrels, actual gross weight of package.

Shipments in tank cars will be accepted only when consigned to parties at points which possess proper unloading and storage facilities.

Mixed carloads of petroleum oil, and petroleum products in barrels, cases and tanks (not tank cars) will be taken at the rate named in this tariff based upon the above weights.

Except as otherwise provided herein, the rules of the Official Classification will govern.

PETITIONER'S EXHIBIT 850.

OIL. OIL. OIL
and
GASOLINE.

A FEW FACTS FOR CONSUMERS OF OIL AND GASOLINE TO CONSIDER.

Do you believe in living and letting live? If so, read this circular carefully.

Some of the independent oil dealers in Youngstown, as represented by Vahey & Burns, R. Jeremiah, James Morley, George N. Simon, and T. P. Golden, object to my doing business in Youngstown. Their objection, however, was not apparent until they found that I would not combine with them in advancing the price of oil and gasoline. They wanted to advance the price of oil and gasoline 2c a gallon, and said that if we would all stick together on this we would make a lot of money this winter. One reason for my not complying with their proposal was that it is unlawful; another reason is that there was a good profit in the prices as they were at that time. When they found that I would not rob my customers, those of them who were buying their supplies from the Standard Oil Co. demanded that they should not sell me goods, which the Standard Oil Co. refused to do. This resulted in their buying their oil and gasoline from the Freedom Oil Co., who do business in the same manner as the Standard Oil Co. They now issue a circular, saying that the Standard Oil Co. is trying to drive them out of business, and that as soon as this is accomplished the price of oil and gasoline will be higher. They also say that the present price of oil is below cost. All of these statements are false, as can be proven by anyone who is interested enough to investigate. As to who the Home Oil Co. is, I wish to say that I do not know them, and was not aware that there was anyone in Youngstown doing business under that name. I am one of "the independent oil dealers" doing business on the theory of "live and let live," and giving the working people of this town a chance to buy oil and gasoline at a price which still leaves a small margin of profit. It may be that you can afford to be philanthropists and pay a fancy price for oil and gasoline which is no better than I sell. If you want the best oil and gasoline made, I shall be very glad to serve you with Pennsylvania oil and gasoline, furnish the can, and call at your house regularly.

A postal card will do the business, or stop the wagon when it goes by your door. We frequently furnish wicks, repair burners, and clean gasoline stoves.

Yours, with a square can,

C. M. LINES,
Youngstown, Ohio.

480 W. Federal St.

PETITIONER'S EXHIBIT 851.

MEMORANDUM OF CONTRACTS WITH THE GALENA-SIGNAL OIL COMPANY JULY 1ST, 1897, TO DATE.

Contract July 1st, 1897, made for five years on following basis of guaranty:

	Locomotives.	Passenger cars.	Freight cars.
A., T. & S. F	$1.20	$0.121	$0.092
G., C. & S. F	1.29	.134	.10
S. F. P	1.32	.138	.105
Sou. Cal	1.4225	.157	.119
Valley	1.4225	.157	.119

The above contract was cancelled by mutual agreement and new one made effective July 1st, 1900, to June 30th, 1905, on the following basis of guaranty:

All engines	$1.825
All passenger cars	.12
All freight cars	.07

On the expiration of this contract, new contract was made effective July 1st, 1905, for five years, on the following guaranty:

	Locomotives.	Passenger cars.	Freight cars.
A., T. & S. F	$2.71	$0.12	$0.07
Coast Lines	3.30	.12	.07
G., C. & S. F	1.90	.12	.07

with the understanding that the locomotive costs for the year ending June 30th, 1905, were as below:

A., T. & S. F	$2.81
Coast Lines	3.37
G., C. & S. F	1.935

it being understood that if our actual cost in any one year of the contract was reduced below the above figures, the guaranty cost first above named should be reduced by a similar amount.

PETITIONER'S EXHIBIT 852.

THEODORE H. CURTIS,
Supt. Machinery.
LOUISVILLE & NASHVILLE RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT OF MACHINERY,
Louisville, Ky., November 28, 1903.

Mr. G. E. EVANS,
General Manager.

Re Bill v. *Galena Signal Oil Co., and Franklin Mfg. Co.*, in settlement of contract expiring December 31st, 1902.

DEAR SIR: We have carefully read and considered the contracts and files regarding settlement of these claims and fully agree with the statement made in your letter of July 7th, 1903, to the purchasing agent, i. e., it is unfortunate that such contingencies as have arisen were not provided for in the contract.

Our opinion, however, is that under the circumstances the claims of the Galena Signal Oil Co. and the Franklin Mfg. Co. are not justifiable. The R. R. Co. has used its oils exclusively for six years, and since June, 1899, it has built in its shops more or less freight car equipment. The Oil Co. has made settlements at the end of each of the first five years, based on the terms of the contract. If the Oil Co. was entitled to consideration, account of difference in value of oil furnished by them and that previously furnished by the R. R. Co., it should have been embodied in their original proposition or contract, or at least the claim should have been presented by them at the time the settlement for the first year's service was made. At the time the Oil Co. made their second proposition or contract (Jany. 1st, 1900) and at the time it made settlements for the years 1900 and 1901, it was fully aware that the R. R. Co. was building new freight car equipment in its shops and expected to continue to build its own equipment, but they made no claim account of new or additional equipment at that time, and it is evident that had the Oil Co. received the contract for lubrication for the year 1903, settlement would have been made for the year 1902, in accordance with the terms of the contract in effect at that time.

The guaranties of the Oil Co. per 1,000 miles run, under the contracts were as follows:

	Locomotives.	Pass. cars.	Freight cars.
Years 1897, 98, 99	$1.69533	$0.329985	$0.0947
" 1900, 01, 02	1.69533	.16	.09
Proposed renewal	2.00	.13	.081

The two contracts and their proposition for the year 1903, shows a consecutive reduction in guaranteed cost of lubrication of passenger and freight car equipment, which is evidence that at the time the contract of January, 1900, and proposition of Jany., 1903, were made the Oil Co. considered that they had been well paid for previous service.

The following statement of loss and gain for each class of service during the time the second contract was effective, shows conclusively

that the loss to the Oil Co. was due to lubrication of locomotives and that no loss was sustained for either passenger or freight car equipment during the first two years:

	Locomotives.	Pass. car.	Freight cars.
Year 1900	a $2,604.47	b $61.76	b$3,293.08
" 1901	a 3,897.22	b 720.18	b 4,037.68
" 1902	a 13,562.29	b 545.09	a 984.88
Total	a 20,063.98	b 1,327.03	b 6,345.88

a Cost over the Oil Co's guarantee.
b Cost less than the Oil Co's guarantee.

The Oil Co. received 35c. per gallon for all oil furnished passenger-car equipment; 20c. per gallon for all oil furnished freight car equipment during the first two years and lost but $984.88 on freight equipment during the entire three years, or about 1.3%.

With this information I can not understand that the Oil Company is entitled to consideration, for difference in value of oil furnished, excess equipment, or for initial packing of new cars. They certainly did not, under conditions of business at the time the contracts were made, expect the Railroad Company to make no addition to its equipment. They received full invoice value (which is high and fictitious) for oil furnished for car equipment, and we therefore think the car question, to which they lay so much stress, should be eliminated. The excess for 1902 is very light.

It would not be a good business method, or is it reasonable to presume that the Oil Company would base the guaranteed cost of cars higher, and that of locomotive equipment lower, than the actual conditions would warrant. This is confirmed by the renewal of the contract January 1st, 1900, and their proposition of January 1st, 1903, wherein they have modified their guarantee to meet the actual cost of each class of service, based on previous experience.

Our opinion is that the Railroad Company is entitled to the full amount for which bills have been rendered and do not know of any basis upon which concession can be made for any given period, that will not be applicable to the full time the contracts have been in force. Our only recommendation along this line is that if the Railroad Company consider it best to accept a compromise, they agree upon some arbitrary amount in adjustment of the account, which is equivalent to waiving the provisions of the contract.

Our recommendation with regard to Perfection Packing is that the guarantee feature of the contract for the year 1902, be eliminated and that the Railroad Company pay the Franklin Mfg. Co. the market value of material of the same quality for all packing furnished since Jany. 1st, 1902. Our opinion is that the Railroad Company could have purchased packing of equal quality at 9c per pound.

Yours truly,

THOS. H. CURTIS.

PETITIONER'S EXHIBIT 853.

G. E. EVANS, *Fourth Vice-President.*

LOUISVILLE & NASHVILLE RAILROAD COMPANY,
OFFICE OF THE FOURTH VICE-PRESIDENT,
Louisville, Ky., January 30, 1905.

Mr. M. H. SMITH, *President;* Mr. T. H. CURTIS, *Supt. Machy.;* Mr. R. E. SEWELL, *Audr. Disbursements;* Mr. J. P. HARRISON, *Asst. Purchasing Agent.*

GENTLEMEN: I enclose for your information and file, copy of contract dated January 18, 1905, between the Galena Signal Oil Co. and this company for our supply of lubricating and signal oils for a period of five years commencing March 1, 1905.

I also attach copy of correspondence with President Miller, of the Galena Co., embracing certain modifications of the contract.

Please acknowledge receipt.

Yours truly,

G. E. EVANS,
Fourth Vice-President.

M.

PETITIONER'S EXHIBIT 854.

REPORT OF DELAYS TO TRAINS, ACCT. MECHANICAL DEP'T. FAILURES, AUGUST 15TH, 1904.

No. 1 (13)	14	Min	on run; and 223 running hot.
No. 3 " 1'	19	"	on run; hot box engine 269.
	18	"	on run; hot " " 232.
No. 4 (13)	20	"	Pulaski; hot driving-box engine #251.
No. 53	26	"	Howell; changing engines account of drop grates down engine #259.
No. 93	54	"	on run; hot box engine #227.
No. 95	35	"	near Roaches rear truck engine 229' tank derailed.
	53	"	acct of hot box, putting brass in tank of engine #229.

O